

# Navy News

APRIL 1984 10p

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## INVINCIBLE GETS A WET IN . . .

THERE was a Red Sea "pre-wetting" for HMS Invincible as the Orient Express flagship headed home for Pompey. The trial, pictured below, is practised as a counter to contamination in the event of fall-out from nuclear attack.

A rousing reception from thousands of family members and friends was waiting at Portsmouth at the end of the carrier's 37,000-mile, six-and-a-half month deployment. In spite of problems which had arisen, there had been much success, including a potential £250 million worth of equipment sales generated.

Among sailors in the returning carrier were many proud Dads who were meeting newly-born babies for the first time.

Now the Invincible is to go to Plymouth for further work on the persistent vibration problem in a propeller shaft.

Meanwhile other ships from the deployment lingered longer in the Orient — see page 3 (main edition).



### Britannia in lights

HMV BRITANNIA will be visiting Portland for post-refit sea trials from April 1-5. She will exercise a full ceremonial departure when she leaves harbour at 9 p.m. on Thursday, April 5 and will steam out to sea, fully floodlit, via Weymouth Bay.

## DEFENCE STAFF REFORM

FOLLOWING a review of the Defence organisation and the discovery that "lines of accountability are blurred," with overlap between Ministry and commands, a closer look at MOD management structure is now under way.

Deeper consultation on the proposed new organisation is taking place. Implementation plans may follow later in the year.

Envisaged is the creation of a Combined Defence Staff, responsible under the Chief of Defence Staff and Permanent Under-Secretary for advising the Defence Secretary on defence policy, military priorities and conduct of military operations.

Said Defence Secretary Mr. Michael Heseltine: "This staff would incorporate the relevant parts of the Naval, General and Air Staffs. I also intend that it should bring together my mili-

tary and civilian advisers into an integrated structure."

Under the proposals, management of each Service would be the principal concern of the single-Service Chiefs of Staff, supported by the Executive Committees of each of the Service Boards. The Boards and their Executive Committees would be responsible for administration rather than policy, as was envisaged in the 1963 White paper.

"I wish to see the maximum delegation of day-to-day administration to commands outside the Ministry itself," said Mr. Heseltine.

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# £100m TO BE SPENT ON GUZZ

AN OUTLINE of a £100 million scheme to develop Devonport naval base over the next decade to meet its increased importance as a refitting and base port, indicates a wide-ranging programme of new and modernised facilities.

With Plymouth now tasked to refit three nuclear submarines concurrently, the plans include accommodation extensions to the submarine refit complex. A new building for submarine crews is among the work.



Cdr. Peter Longhurst

## PETER IN A STAR ROLE

CDR. Peter Longhurst reckons it is "too dangerous" to ride his bike around London — but he's keeping his fingers crossed that he will be the first Briton in space.

The 41-year-old Royal Navy weapons engineer officer has been involved with the Skynet satellite programme since 1981 as a communications specialist. Now he has been officially named as one of four men selected to train as Britain's first astronauts. Only two will go into space.

The four now start intensive and rigorous training to fly with

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Another project is a new jetty at Weston Mill Lake big enough to take six stretched Type 22 frigates in pairs, and other jetties are planned.

There will be extensions to offices and new workshop facilities for the shore-based maintainers of HMS Defiance.

### National grid

A new central frequency changer station to convert power from the national grid will improve power distribution both to surface ships and nuclear submarines.

Among many dock improvements, the old facilities in No. 8 dockside area will be replaced

with modern amenities and offices for the dockyard and Navy. This dock may also be covered with a large structure.

Other programmed items, due for completion at varying dates, include a new refit support building in the South Yard (to include facilities for ships' companies); conversion of a storehouse at Morice Yard to provide the Captain of the Port with a new HQ; and a roll-on, roll-off facility at Moon Cove for Royal Marines.

A whole range of other work is envisaged, including new and extended stores, new fuel pipeline; and a new permanent car park at Camels Head, which will provide more than 600 parking billets.

## 'Derry's final touch-up'

THE HMS Londonderry crest in Ireland Island Dockyard, Bermuda, gets a final lick of paint from AB Moore, AB Murphy and WEM Leach during the frigate's visit to the island last month. She paid off on March 29.

The sailors recorded on the crest the date of the final visit.

Walls in the old British dockyard at Bermuda are covered in RN ship crests, and the tradition has now been taken up by some visiting NATO navies.

Until a new HMS Londonderry comes into service, the badge will have to rely on other ships to keep it smart.

See also stories in Pages 2, 10 and 11.



Picture: LA(Phot) Paul Gibson, Fleet Photographers



## Appointments

# Admiral Middleton to be FONAC

REAR-ADMIRAL L. E. Middleton is to be Flag Officer Naval Air Command, in succession to Vice-Admiral D. R. Reffell, from September.

Rear-Admiral Middleton commanded HMS Hermes when she was flagship of the Falklands Task Force, and was promoted rear-admiral and became Assistant Chief of Naval Staff (Operations) in 1983.

Commodore R. G. Heaslip is to be promoted rear-admiral and appointed Deputy Assistant Chief of Staff (Operations) on the staff of Supreme Allied Commander Europe in April. His most recent appointment has been on the staff of Assistant Chief of Defence Staff (Commitments).

Capt. A. J. Richmond, who is with Chief of Fleet Support in MOD, continues in the department, for special duties, in the acting rank of rear-admiral from March 6.

Other appointments recently announced include:

Capt. J. D. L. Backus. As Naval Director JMOTS and in command Naval Element JMOTS, August.

Capt. M. F. Bird. For passage April 3 and as SNOFI, ACOS(Ops) to CBFFI and OIC NP 1242.

Capt. R. A. Isaac. Thunderer in command, August 17.

Capt. J. L. Weatherall. Captain, RN Presentation Team, April 19.

Capt. A. G. Y. Thorpe. As CNJA, September 6.

Cdr. A. M. Poulter. Tireless (building) May 29 and as snr. officer and in command for trials and service, and snr. officer submarines building, Barrow.

Cdr. A. P. Masterton-Smith. Royal Arthur as commanding officer, April 10.

Cdr. C. F. Heron-Watson. Hydra in command, July 31.

Lieut.-Cdr. N. A. Bruen. Brinton June 21 and in command.

Lieut.-Cdr. R. J. Albery. With CNSA for Swallow building July 24, and in command on commissioning for trials and service.

Lieut. C. J. Brynning. Nulton April 4 and in command.

Lieut. D. R. Charlton. Opossum September 4 and in command.

Lieut. M. D. Piggott. Crichton July 24 in command.

Lieut. N. S. Warren. Milbrook June 19 and in command.

Lieut. J. D. Baker. CNSA for Middleton in contr. and Chiddingfold (building), Chiddingfold in command on commissioning for trials and service.

## Chaplain of the Fleet

THE REV. Noel Jones is to succeed the Ven. Raymond Roberts as Chaplain of the Fleet and Archdeacon for the Royal Navy in June.

He joined the Royal Navy in 1962 and has served in ships in the Mediterranean and the Far East, and with the Royal Marines and in shore establishments. His most recent appointment is on the staffs of CINCPACFLT and Flag Officer Portsmouth, and as co-ordinating chaplain Southern Area.

He was appointed Queen's Honorary Chaplain last March.



# Hermes' final salute to Tiverton

IN A FINAL farewell to their adopted borough, the ship's company of HMS Hermes were given a stirring send-off by the people of Tiverton, north Devon.

Two hundred personnel from the carrier, accompanied by the Royal Marines Band of the Flag Officer Third Flotilla, exercised their right as Freemen to march through the streets with flags

flying, drums beating and bayonets fixed.

Thousands lined the streets for the parade on March 9 to mark the ending of a link which began in 1959. The carrier was due to leave Plymouth on April 6 after a maintenance period. She will arrive at Portsmouth on April 12 to begin semi-retirement as an alongside training

ship and in reserve.

Salute at the Tiverton parade was taken by the Mayor, Mrs. Rena Hobson, and the ship's commanding officer (Capt. Ken Snow), as three Fleet Air Arm jets flew past. Later the Hermes men were entertained to lunch by the council with free beer being supplied by Whitbread's Westcountry.

# Zulu fires the last broadside

LAST broadside in the Royal Navy was fired on March 30 by HMS Zulu hours before she paid off at Portsmouth.

The Zulu was one of three Tribal-class frigates brought out of reserve in 1982 to plug gaps left by the Falklands commitment. She was the last Royal Navy ship at sea with more than one gun turret.

Her sister-ship HMS Gurkha decommissioned on the same day and the other member of the 1982 trio, HMS Tartar, paid off on March 29.

## Warriors

End of the Zulu's useful life in the Navy came on the very morning she was paid off when students undergoing navigation training were disembarked. She then steamed out beyond the Isle of Wight to fire her two 4.5-in. guns before flying a 350-ft paying off pennant suspended by eight helium-filled balloons.

On her re-entry into Portsmouth a team from the ship's company were dressed as Zulu

warriors and performed their own paying-off ceremony on the flight deck.

As the Zulu came alongside, the Gurkha's decommissioning ceremony was about to begin. Guests included the ship's sponsor, Lady Carrington, and Brigadier of Gurkhas Capt. Rambahadur Limbu VC.

Lady Carrington, who launched the ship in 1960, cut the decommissioning cake, and the Guard and Divisions were inspected by the Flag Officer Portsmouth, Rear-Admiral John Warsaw who was the inspecting engineer officer at the ship's commissioning 21 years ago.

HMS Tartar entered Portsmouth on March 29 wearing the flag of Rear-Admiral Jeremy Black, Flag Officer First Flotilla.

la. She, like the Gurkha and the Zulu, are reported to be the subject of sales negotiations between Indonesia and the Ministry of Defence. If such a deal was struck it is believed that the trio might be modernised at Vosper Thornycroft's Woolston yard.

## Londonderry

On the same day that the Tartar paid off, HMS Londonderry decommissioned at Portsmouth and from September will be harbour training ship for HMS Sultan.

To commemorate the ship's last day at sea a families event was held which included a trip round the Isle of Wight and special displays.

The Londonderry, a Type 12

frigate, entered service 23 years ago, and in the late 1970s she was refitted as a trials and training ship.

On March 20 she completed a Caribbean deployment as part of the Sixth Frigate Squadron (see pages 10-11). She and HM ships Plymouth, Berwick and Torquay fulfilled the role of Dartmouth Training Ship HMS Fearless when the assault ship was diverted to Lebanon.

The Plymouth returned to Rosyth for a short break before exercising in the Baltic, the Berwick sailed to Portsmouth for leave before COST at Portland at the end of April, and the Torquay picked up Fleet Contingency Ship duties after a self-maintenance period.

# Euryalus wins sub trophy

SOON after carrying out a successful Ikara firing as part of the Standing Naval Force Atlantic, HMS Euryalus heard that she had been awarded the Fleet Anti-Submarine Warfare Trophy for 1983.

The news came while the frigate was exercising with a Dutch submarine in the North Sea after a visit to Den Helder. The trophy citation applauded the Euryalus which had "demonstrated a high level of efficiency and made important, organised and imaginative contributions to the Fleet's sonar effectiveness."

So it was in high spirits that the ship called at Antwerp in late February. From there members of the ship's company embarked on tours to Brussels, Ghent, Waterloo and Ypres. Meanwhile the frigate added to her success by regaining the SNFL wandering trophy, beating the USS O'Bannon 9-0 at soccer.



Pictures: PO(Phot) P. J. Packenas.

# Phoebe hooks a record . . . ?

HMS Phoebe is claiming to have more three-badge killick seamen in her ship's company than any other ship. And to compound the boast, the Phoebe is also claiming the youngest CPO(OPS)(M) afloat. Unless you know better . . .

Clocking up almost 60 years service between them are (left

to right) LS(R) Pops Ingham (22½ years), LS(M) Larry Lamb (17 years), and LS(S) Bill Cartmell (20 years).

In contrast, CPO(OPS)(M) Philip Shepherd (inset) is 26 years old and picked up his buttons on January 12 after just 11 years in the Navy.

There was a nostalgic moment for the intrepid three-badgers when HMNZS

Southland (formerly HMS Dido) visited Devonport. They managed to work their way into the muster line for Up Spirits in the New Zealand frigate.

HMS Phoebe has been doing sea trials and showing off her new looks. After a 26-week extended docking and essential defects period in Devonport, she is now equipped with towed sonar array.



# Alfriston marks thirtieth birthday

ONE of Britain's oldest mine countermeasures vessels, HMS Alfriston, celebrated the 30th anniversary of her commissioning on March 16.

The Ton-class ship is operated by the Solent Division of the Royal Naval Reserve at HMS Wessex (Southampton), and at a reception to celebrate the anniversary a 60-lb birthday cake was cut by Mrs. Jay Stoneham, wife of the commanding officer of Wessex (Cdr. Christopher Stoneham RNR). She was helped by MEM2 David Ayres (18).

After the reception the Alfriston left under the command of Lieut.-Cdr. David Cooke RNR for a training week-end and a visit to the Channel Islands.

## Cadet camp help plea

VOLUNTEERS are being called for to form the small RN ship's company at the 1984 Naval Cadet Forces summer camp at Garelochhead from July 18 to August 26.

Those needed are a CPO (any category) as CBM (must hold MOD driving permit); CMEM(M)/POMEM(M)(ICE) for boat engine maintenance; CPO/POSA, supervision of naval stores; CPOCK/POCK, supervision of main galley; two LCKs and four CKs; an LPT (holding MOD driving permit); an SA; four AB/NAs (must hold HGV licences); and an AB (any category) who holds a MOD driving permit.

Volunteers who may be spared without relief for the whole period should apply through commanding officers to the Commander-in-Chief Naval Home Command. Inquiries should be made to the Staff Officer Youth Training at CINCPACFLT (ext. 24463).

## Lark in the wine country

HUNDREDS of French visitors crowded on to the 160-ton Ham-class vessel HMS Woodlark when she made a rare visit to Libourne, near Bordeaux.

The Southampton RN unit training ship spent British Week (the third in March) in the heart of the wine-producing country, welcoming on board more than 300 people each afternoon.

Twelve undergraduates and the ship's company toured a vineyard at St Emilion and took part in a series of Franco-British events.

## Refit ends for Minerva

HMS Minerva was rededicated on March 16 after a 24-week refit at Devonport. Guest of honour was Lady Hopkins, who launched the frigate 20 years ago. Other guests included the Flag Officer First Flotilla, Rear-Admiral Jeremy Black, and the Mayor and Mayoress of the ship's adopted town of Salford, Cllr. and Mrs. J. Hicks.

## Homecoming

FIVE months' work off the coast of Oman has ended for the survey ship HMS Hydra, which returns to Devonport in mid-April. The Hydra left Britain in November and has since visited Muscat, Dubai and Mombasa.

## Royal visit

PRINCESS Alexandra is due to visit HMS Broadsword on April 26 at Devonport. The Broadsword, launched by the Princess in 1976, returns a few days before the royal visit after taking part in NATO exercises in American waters.

# FIREPROOF ADMIRAL

THE NAVY'S latest firefighting equipment is pictured here being put to the test by the Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi, when he visited the RN Firefighting School at Horsea Island, Portsmouth. He is being fitted out by CPOMEA Edward Mundell.

Admiral Cassidi took part in several training exercises. Dressed in a one-piece Fearnought suit, he donned the new positive pressure breathing apparatus, and the recently developed wire-free radio communications system which enables firefighters wearing breathing apparatus to talk to each other.

Thus attired he entered one of the ship

firefighting training units for a search and rescue exercise using the Thermal Imaging Camera to locate a missing person in the smoke-filled compartment.

Ships are beginning to receive new breathing apparatus and many already have the new imaging cameras on board. Ships will also be getting walkie-talkie headgear, which consists of a protective helmet fitted with communication facilities used in conjunction with a portable radio.

Distribution to ships of the one-piece Fearnought suit has been limited because ironically a factory fire has hindered production.

Picture: Fleet Photographic Unit



# So what's Pacific about this?!

MONSOON WINDS battered HMS Aurora for five weeks as she headed into the North Pacific for visits to Okinawa and South Korea.

The Aurora, one of the remaining ships of the Orient Express deployment, was accompanied by the fleet tanker RFA Olmeda and the replenishment ship RFA Regent as she forged north to embark at Okinawa the Flag Officer First Flotilla, Rear-Admiral Jeremy Black.

Winds were steady at Force 6-7, gusting to Force 9 from the Philippines to Pusan, South Korea, where temperatures dropped to minus 15 degrees C at night during the four-day visit.

As the ship arrived alongside at Pusan an all-female brass band played in minus 10 degrees

C, and there was a traditional flower welcome for the ship's company.

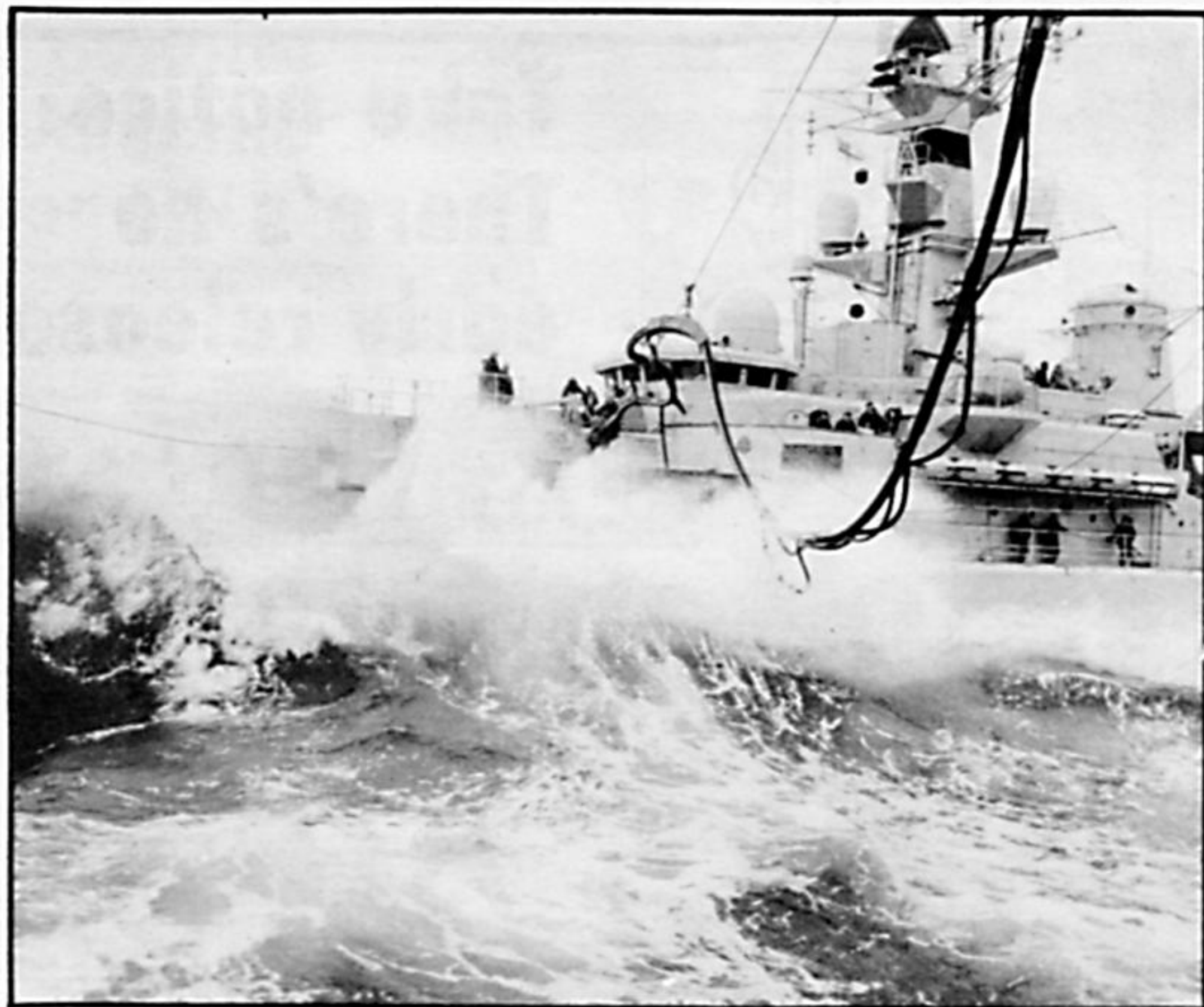
Earlier the Aurora was at Hong Kong as was HMS Rothesay, accompanied by the tanker RFA Appleleaf. The Rothesay reports that the visit was "the climax of our deployment... the point at which we were to pause for two weeks before retracing our steps homeward."

Jenny, of side party fame, took over and restored the ship to the condition in which the

frigate had been when she left Rosyth.

Before the Rothesay left for Brunei and Indonesia about 24 wives, mothers and girl friends flew out to Hong Kong for a holiday.

Earlier the frigate had visited Pacific islands including the Solomons and Tonga, where many of the ship's company attended a party given by the Crown Prince. Later there were exercises off Fiji and a visit to the island.



HMS Aurora roughs it during a RAS with RFA Olmeda in monsoon winds en route to Pusan.

## Active is now active

LONG deployment started for HMS Active at the end of March following weapons training.

The Active, which returned to sea in mid-January following a five-month docking and essential defects period at Devonport, spent the early part of the year in trials and work-up.

In February the ship operated with units from Belgium, the Netherlands and West Germany before undergoing an assisted maintenance period at Portsmouth.

Before she left home waters, the frigate took to sea members of her affiliated Army unit, the Queen's Lancashire Regiment, and on March 13 a meeting was held at HMS Dryad of the present and previous commanding officers of the Active who were by coincidence in Portsmouth.

They were Cdr. A. J. C. Morrow (present commanding officer), and Cdrs. A. R. H. Rogers, P. Canter, M. C. Gordon-Lennox and P. M. Franklyn.

## Falklands requests

FAMILIES of men on all ships serving in the South Atlantic are invited to send messages for a music request programme being organised by the British Forces Broadcasting Service.

Requests, naming the sender and recipient, must be made by April 20 to Ships Requests, BFBS, PO Box 1234, London SW1. The name of the ship for which the request is intended should be written on the top left-hand corner of the envelope.

## Music hall in Naples

BRITISH representatives at the Naples headquarters of the Commander of Allied Naval Forces Southern Europe performed an old-time music hall show to full houses at the base. The audiences over two evenings dressed in period costume.

The show was presented and directed by Cdr. Chris Brotherton.



## Take-off for Jane

... Meanwhile, as the Stevens sisters offered themselves as pin-ups, Jane Miller became Miss 815 Squadron at Portland.

After Navy News featured Jane in the February edition there was a stream of letters from ships' messes, squadrons and shore bases seeking affiliation with the pretty Hampshire model.

Jane replied to all, but chose 815 for a longer-term link-up. She is pictured during her first visit to the squadron in March when she flew in a Lynx helicopter and posed for flight safety photographs.

The squadron, the largest in the Fleet Air Arm, is based at HMS Osprey and its aircraft form flights on board frigates and destroyers. Jane, whose grandfather was a naval officer, is former Miss Radio Victory and Miss South Coast.

## SWEET MUSIC FOR A SISTER SHIP

WHAT do a Greek god, good cooking, sweet voices, lovely legs and a healing touch have in common...?

Answer: The Stevens sisters.

Julie and Mandy Stevens — pictured on the right in classical pose — are otherwise known as Zeus, a singing duo named after the Olympian deity.

Both girls are also models and Julie (the one on the left) is the current Miss Lovely Legs of Great Britain. She works as a hospital physiotherapist (that's where the healing hands come in) while her sister is a restaurant chef (hence the link with good cooking.)

As harmony singers they have worked with many stars, but there are other celebrities on their minds at the moment — the Royal Navy.

Said Julie: "When I entered the Miss Lovely Legs competition last year I received a lot of letters from Servicemen in the Falklands and at home wishing me luck, and then I received a lot of letters of congratulation when I won the title. "Unfortunately I'm unable to thank all the boys personally so I'd like to do it now through Navy News."

Julie (21) and Mandy (19) both live in Margate, Kent, and would like to be adopted by a ship or unit. And for anyone who does adopt them as pin-ups there is a promise that they will get a free song show from the sisters.

Any unit wishing to adopt the sisters should write to Navy News.







## Take notice: There's no early release

IN September 1981 it was decided to allow some RN, QARNNS and WRNS personnel, in certain categories, who had given notice, to be released from the Service at less than the full 18 months' notice.

It was emphasised at the time that this was an interim measure and a special concession to speed up reductions in numbers.

In March 1983 the facility was withdrawn because of manpower shortages caused by the very changed post-Falklands manning and drafting scene.

Captain Naval Drafting still receives several requests a week for early release, but although he sympathises with those trying to get a lap ahead for civilian employment he

must, unfortunately, say no. The message when applying for civilian employment is to ensure that your future employer understands that you must first complete your contract with your present employer. Particularly irritating are those who obtain a place in higher education and then demand early release to take it up. What a try-on!

### Unwanted form ...

MEM(L)s and (M)s are forwarding C240s for LRQC. These are not required as a roster for LMEM(L) qualifying course determines who goes on course.

Position on that roster is based on PPELR date and current waiting time is approximately 25 months from passing PPE.



### Nuclear welders wanted

THERE is a shortage of nuclear welders and it is hoped to increase the number of places on ME18 from four to six; volunteers urgently required.

In addition volunteers for ADPIPE and ADHULL are always needed.

ARE YOU one of a number of people not getting enough of what you want because of the wrong approach? A change in your technique could improve your chances. Below are listed a few small tips, so try a bit of the OTHER.

If you wish to volunteer for a Type 42 then do not consider only the Portsmouth base, but give a thought to the OTHER. Rosyth will become a base port for some Type 42s in the near future. Volunteers are required.

Some volunteers for the Careers Service are using Forms C230 (Drafting Preference Card) or Form C240 (Request for a Particular Draft). These forms give insufficient information and are the wrong method, so use the OTHER. Apply by letter in accordance with DCI RN 417/83.

If you wish to volunteer for submarines then do not use Forms C230 and C240 but use the OTHER, Form C241. This ensures that you are fully qualified to serve in submarines and that your name appears on the "List of Volunteers" Computer Printout. This form should also be used if you wish to withdraw your name from the list of volunteers.

While on the subject of DPCs the following homilies are important.

If you have no Shore or Base Port preferences, then ensure

that you tick the relevant circle to indicate this. We are aware that often your preference for Base Port and Shore Base will be different.

However, when completing your Base Port preference, it is most important that the class of ship or submarine is compatible. Someone requesting Portsmouth as a Base Port and Type 21s as a ship preference will always be at least 50 per cent. disappointed!

Don't leave the choice to Drafty who will claim a 1 PRE either way. If there is an anomaly between ship and Base Port then indicate which takes precedence, Base Port or class of ship / submarine.

## DRAFTY'S CORNER

# Time to try a bit of the other!

CHANGE YOUR STYLE AND  
IMPROVE YOUR CHANCES  
SAYS DRAFTY



"Nothing wrong with my technique — it's her ruddy headaches!"

## Streaming and typing — they're here to stay

'... Don't view me with the critic's eye  
But pass my imperfections by;  
Large streams from little fountains flow  
Tall oaks from little acorns grow.'

THIS unusual burst of culture from Drafty quoting some much used lines from a little-known 18th Century poet seems an appropriate start to write a few words on the subject of "Streaming" and "Typing".

Streaming or typing are well worn words these days which mean different things to different branches. Ops(R) ratings are streamed to action data systems, FAA ratings are typed to aircraft.

Submariners always want to be different — they stream to Boat types but type to equipments. Either way Drafty is instructed to go bananas on streaming / typing and it's here to stay.

There are a number of reasons why the critics should not be too critical:

- Streaming / typing brings stability. You now where you are and where you are most likely to return. Drafty thinks this concept is generally popular but he recognises there are drawbacks for those not in the stream / type of their choice or who keep picking up repeat runs to the South Atlantic.

- Streaming / typing is economical in both drafting time and training costs. Less need to tread the corridors of learning on endless PJTs, and that's very important now that modern equipments are so expensive and time-consuming to teach.

- Streaming / typing breeds confidence and expertise. Some little acorns do become the tall oaks and we certainly need men with deep experience in systems equipments and types.

### DRAWBACKS

Drafty would be the first to admit the imperfections. Apart from the drawbacks mentioned which can come with stability, it is very difficult to keep streams in balance against an ever shifting need and the independent nature of the promotion system which always seems to select ratings from the stream we need the least, so a fair bit of re-threading is needed and drafting can become a juggler's paradise but a Drafting Officer's hell.

New streams take time to build up, they tend to fall behind the requirement, and the little fountains can suffer some pain in the short term. This is happening now in the passive sonar world.

Finally, men can become so specialised that they are virtually unique and this is not necessarily good for either the man or the Navy.

### FUTURE

Where to in the future? We have some ideas on how we can make streaming / typing easier for us to administer — and how we can better plan ahead to get right the numbers in each stream. Both will give you a better deal but don't expect too much too soon. To misquote another well worn couple of lines:

'Though the mills of MOD grind slowly, yet they grind exceeding small  
Though with patience we stand waiting with exactness MOD grinds all.'

## HARD SELL?

DID YOU know we keep all your old DPCs? According to a large number of DPCs the country's estate agents must be falling over each other to open offices in the Devonport and Portsmouth areas!

While we are sure that the majority of people who state they intend buying a house in a certain area eventually do so, some ratings are submitting DPCs with the same intention to buy a house as they did two or three years ago.

Notwithstanding the need for selective purchasing and problems with contracts, it would seem that 24 months should provide ample opportunity to complete a house purchase.

This section of the DPC is for anything you consider relevant to requesting your preference and is not covered by a specific section on the form.

Remember to read the instructions for completion before filling out the DPC, and to check it thoroughly for omissions or errors.

## Don't waste your time on Chatham

THE former Chatham Naval Base closed on February 17. No naval personnel serve in the area (North Kent, East of London) any more.

This was announced in DCI 135/83 but Drafty is still receiving Drafting Preference Cards asking to go there. What a waste of a preference! If you have Chatham written anywhere on your DPC, send in a new one right away.

## WHY'S EVERYBODY WEARING..

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## THE ROYAL NAVAL BENEVOLENT TRUST

**RNBT** is the Navy's own benevolent fund, administered by Committees of serving and ex-serving ratings at Chatham, Devonport, Portsmouth and Rosyth, for the benefit of serving and ex-serving Naval men, their widows, orphans and dependants in need or distress. The Trust maintains Pembroke House, its own residential Home for aged ex-Naval men.

BY THE NAVY



FOR THE NAVY

GRANTS COMMITTEE: Local Secretary, RNBT, 2a Tipner Road, Portsmouth, PO2 8QR (Telephone 0705-660296)

PEMBROKE HOUSE: Administrator, Pembroke House, Oxford Road, Gillingham, Kent, ME7 4BS (Telephone 0634-52431)

HEAD OFFICE: General Secretary, 1, High Street, Brompton, Gillingham, Kent ME7 5QZ (Telephone 0634-42743)



## SHIPS OF THE ROYAL NAVY

No. 341

## Boxer goes the distance

HMS BOXER, the longest escort warship in commission with the Royal Navy, will certainly go the distance when it comes to trials.

Unlike most ships she will have to work her way through a programme of tests and exercises spanning years rather than months, a long overture before she can be regarded as operational in the full sense of the word.

Reason for those extensive trials lies below decks, in her operations room packed with the latest generation of electronic equipment available to the Fleet — the Computer Assisted Command System (CACS).

Effectively she is the first of her class, the lead ship for the stretched Type 22 frigates and all warships to be fitted with CACS. So far she is the most advanced vessel in the Navy and as such her enhanced capabilities must be tested exhaustively.

## Cleaner lines

To accommodate her new fit, the Boxer is about 40ft longer than all previous Type 22s. Her dramatic new bow shape provides her with faster and cleaner lines, allowing her in spite of her extra size to achieve speeds in excess of 30 knots and yet still retain the stability for which her class is noted.

HMS Boxer has high standards of accommodation with fully air-conditioned messdecks.

The ship was launched in June 1981 by Lady Pillar, wife of Admiral Sir William Pillar who was then Chief of Fleet Support. HMS Boxer was accepted into service last September and was commissioned at Devonport three days before Christmas.



## FACTS AND FIGURES

Displacement: 4,800 tonnes. Length: 471ft. Beam: 48ft. 6in. Draught: 20ft. Propulsion: Two Rolls-Royce Olympus TM3B gas turbines producing 56,000 bhp and two Rolls-Royce Tyne RM1C gas turbines producing 8,500 bhp; two shafts. Speed: More than 30 knots (18 knots on Tynes). Range: 4,500 miles at 18 knots. Armament: Two twin launchers for Exocet sea-skimming missiles; two sextuple launchers for Sea Wolf surface-to-air missiles; two triple-barrel anti-submarine torpedo mountings; two 40mm Bofors guns. Aircraft: Two Lynx 2 helicopters with the capability of delivering Sea Skua anti-ship missiles or anti-submarine torpedoes. Complement: 250.

## Ugly duckling that came out fighting

MOST RECENT predecessor of the new HMS Boxer was far removed from the rakish, dashing image of a fast escort ship. She was a tank landing craft and, although not the most prestigious fighting unit of the Royal Navy, nevertheless won three of the four Battle Honours for the name.

She took part in some of the most famous amphibious operations — Sicily, Salerno and Anzio.

The 4,250-ton vessel was completed in May, 1943 and was among the first of Britain's purpose-built landing ships. In the last year of the war she was converted into a fighter direction ship and sent east, but she had only reached Malta by the time the Japanese surrendered.

She returned home to the role of radar training ship. When the conversion was complete in early 1947 the Boxer sported 24 high-power sets — equivalent to the total of those carried in a fleet carrier, a cruiser and two destroyers!

It is also claimed that she was the last four-masted ship to see service in the Royal Navy.

HMS Boxer was attached to the Navigation School until October, 1955 when she went into reserve at Portsmouth. She was sold for scrap three years later.

The name Boxer spans 187

years, the first ship being a gunboat which participated in a raid on Ostend in 1798 and an attack on French frigates in the Dunkirk Roads in 1800. She was sold in 1809.

Three years later the second Boxer was launched, her short career ending when she was captured by the USS Enterprise in 1813.

## GUNBOAT DIPLOMACY

Third Boxer (1837-41) was a mail steam packet transferred to the Admiralty for survey work, while her successor was a steam gunboat which saw action against Russian shore installations during the Crimean War.

Next in line was a steam gun vessel launched in 1868. She spent most of her active life in the Pacific and on the West Coast of Africa where her role epitomised Victorian gunboat diplomacy.

In 1877 she transited the lower reaches of the River Niger to help "teach a lesson" to natives who had refused to release prisoners taken from a

wrecked ship.

Two years later she was employed to lodge a protest against the French occupation of Matabeleland. She delimited the Liberian boundary and hoisted the Union Flag on the Scarries River.

With that all sorted out, she crossed to Haiti where a revolution was threatening British interests. She embarked refugees who unfortunately brought yellow fever on board causing the demise of two officers and several ratings.

That Boxer retired from the ring in 1880, finally being sold for scrap seven years later.

Sixth of the eight vessels to have borne the name was an early destroyer launched in 1894. She was paid off in 1914, but recommissioned on the outbreak of the First World War for service with Portsmouth Local Defence Flotilla. She was sunk in a Channel collision in February, 1918.

Battle Honours for the name: Crimea 1855, Sicily and Salerno (1943), Anzio 1944.

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## Navy and Air Days record

THE 1983 Navy and Air Days held at Plymouth, Portsmouth, Portland, Rosyth, Culdrose and Lee-on-Solent produced a record surplus of £162,000, which was £34,000 more than 1982.

The achievement was reported at the annual meeting of the Navy Weeks Trust, the controlling body for Navy and Air Days.

Profits have now been distributed to the Royal Naval Benevolent Trust, King George's Fund for Sailors, the Fleet Amenities Fund, the WRNS Benevolent Fund and various other naval charities.

## BRECON'S WELCOME

HMS BRECON'S ship's company enjoyed a Welsh welcome in the hillsides when they visited their affiliated town of Brecon last month after an interval of exactly two years.

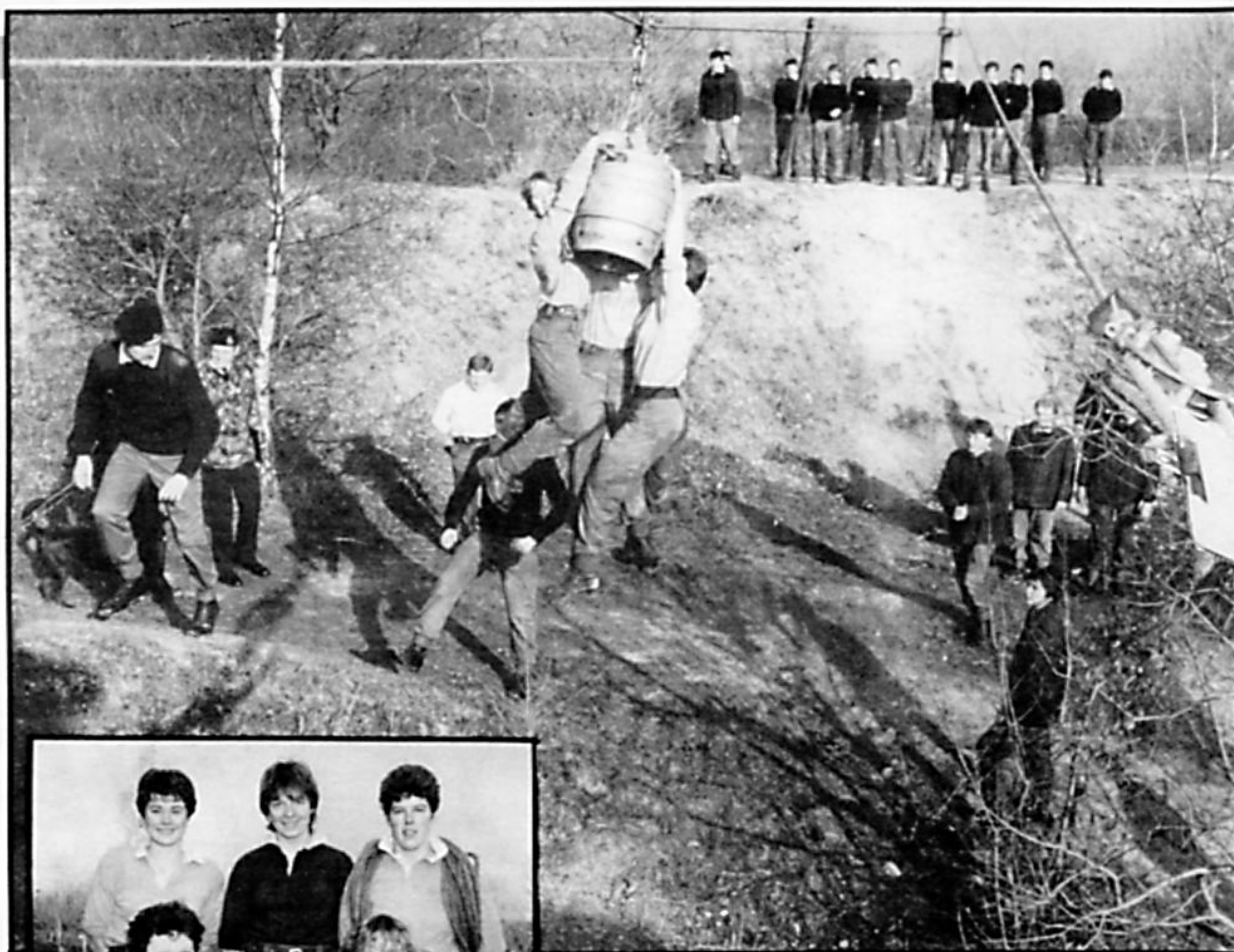
The Hunt-class mine counter-measures vessel berthed at Newport for the week-end visit.

## Open for business

THE Royal Marines' new print shop in Portsmouth Dockyard is now operational. It has taken almost ten years to complete the move to much-needed larger premises. The RM printing branch, formed in 1891, has for the past 67 years been responsible for a wide variety of naval printing.

## Jupiter visit

HMS Jupiter is due to visit Bayonne, France this spring after completing her basic operational sea training at Portland. The frigate, newly fitted with Sea Wolf missiles, has also visited Stavanger and Middlesbrough.



Left — About to roll out the barrel on the Royal Arthur obstacle course are (back, left to right) Wrens Judy Simcock, Elizabeth McKenzie and Jackie Illic, and (kneeling) Carol O'Connor and Maxine Smith. The five set a challenge time for all Wrens on future course at Royal Arthur. Above — High spot on the obstacle course. The girls have obviously become very attached to that barrel.

Picture: LA(Phot) Keith Sturge.



Second Officer Charlotte Manley (pictured above) is the first female course officer on the staff of HMS Royal Arthur. Charlotte had been the captain's secretary for just over a year before her switch to the course staff.

Although Wrens have attended their own courses in the past at the Wiltshire establishment, with a WRNS officer in charge, the staff of Royal Arthur had been very much a male bastion.

Now Charlotte has the challenging job of assessing the leadership ability of candidates on both the male and mixed courses that pass through the Petty Officers' Leadership School.

# Royal Arthur's a barrel of fun!

"HARD WORK but good fun" was the verdict of the six Wrens on the first mixed Leading Rates Leadership Course in HMS Royal Arthur.

The six joined their course at the end of January and successfully passed out on February 9, having endured the obstacle course and a variety of other tough physical challenges. Classroom tasks included the writing of an essay on the role and future of the Royal Navy.

But the demands of the obstacle course and trekking in the hilly country around Erlestoke and in the Mendips will probably be what the six girls remember most about Royal Arthur.

Wren Maxine Smith, who joined the

action-centred leadership course from HMS Mercury, received the Endeavour Trophy at the passing out parade for her attitude, perseverance and dedication — qualities which she will find useful in HMS Temeraire where she is now qualifying as a physical training instructor.

### TO TEMERAIRE

Two others, Wren Judy Simcock from HMS Daedalus and Wren Jackie Illic from HMS Dryad, have also gone on to Temeraire to attempt the demanding PT course.

The others to pass out at Royal Arthur were LWren Alison Goodge (HMS Nelson), Wren Elizabeth

McKenzie (CTCRM Lympstone) and Wren Carol O'Connor, who is on FOF3's staff at Fort Southwick.

Now that Wrens are required to complete the LRLC before confirmation as Leading Wren, Royal Arthur is looking forward to seeing more girls on course.

Cdr. Dick Evans, commanding officer of Royal Arthur, said it had been good to see the girls enjoying the challenge.

"The WRNS is an important part of our work force, and it is only fair, if we expect Wrens to play a fuller role in the Royal Navy, that they are given the chance to complete this essential part of their naval training alongside the men," he said.

## Happy birthday to us

SURROUNDED by ship's company members, Cdr. Nick Crews, commanding officer of HMS Resolution, cuts a cake to celebrate the Polaris submarine's 20th birthday. The Resolution was laid down at Vickers, Barrow-in-Furness, in February, 1964.

On the left is 19-year-old AB Peter Cockerill who, of the ratings at present on board, was "first born" after the submarine was laid down. On the right is CPO(OPS) George Hoyle, senior rates' messman when the submarine first commissioned.

Members of the crew



visited the George Rider Home at Stapenhill, Burton upon Trent, where they dined and danced with the residents. The sailors set up the tables for the occasion

and served the food and drink.

The Resolution is in Rosyth dockyard undergoing her third refit.

Picture: LA(Phot) Jon Garthwaite

## PRAI gets message across

A NEW message processor, handed over by British Aerospace to the Royal Navy for COMMEN use, will form an important link in communications between ships at sea and the naval shore telegraph network.

Messages received from ships, whether by satellite or high frequency radio, are processed automatically and directed to the final addressee over the naval shore telegraph network.

The processor, known as PRAI, can deal with poor transmission conditions, and automates many functions previously performed manually.

It is one of three systems delivered by the British Aerospace message switching team at Bracknell to the Royal Navy in the past ten years.

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# Jack

BY TUGG



DON'T MISS THE JACK CARTOON BOOK — SEE BACK PAGE

# HE MISSED THE PRIZE BOAT

IT WOULD appear that ex-CPO C. R. Reynolds (February) has well and truly missed the Prize Fund boat.

As far as I can recall, an announcement appeared in one of the national newspapers requesting ex-naval personnel to apply for a share of the fund.

I believe that was in 1946, and after filling in the forms I was paid £15 for service in HMS Griffin and Illustrious. I wonder how many more ex-naval personnel missed their share? — S. Deighton, Reading.

UNLIKE previous occasions when Prize money was awarded and shared among ships individually concerned, the prize money of the Second World War was named the Naval Fund and shared between all ranks and ratings.

This was done according to a points system on personal status. It was paid out in 1949. The entry about this on my Service certificate states: "8th August 1949. Paid share Naval Fund £6.6.0." As I served throughout the war period and attained PO status I think your letter heading very apt.

I hope ex-CPO Reynolds is not holding any hope of a belated Pools-type bonanza. — T. A. Brownbridge, ex-PO LTO, Doncaster, South Yorkshire.

AT THE end of the war, so many RN ratings were not claiming their campaign medals for personal reasons that the Admiralty ruled that if medals were not claimed, no prize money would be issued to those personnel.

I applied for mine, and was awarded the sum of £6 10s, and I believe that CPOs were awarded £8 10s.

I would therefore advise Mr. Reynolds to apply for his prize

money now — just to see what happens! — J. W. Spragg (ex-PO), Ramsgate, Kent.

## Memorial to 'Whiskey'

A BRASS plaque mounted on oak was discovered below a windowsill of the officers' mess at the Army Air Corps Centre.

From the date, it must have originated when Wallop was HMS Flycatcher, and the officers' mess the wardroom.

The plaque reads: "R.I.P. Here lies 'Whiskey', an independent little Scottie, who died on his way home on November 1, 1945. From his friends HCC, GOC, GGW, MB."

It is intended to re-locate the plaque in the officers' mess and display it with a note on the story of Whiskey and his friends. Can anyone remember the Scottie, and HCC, GOC, GGW, and MB? — D. Newnham, Tactics Wing, Army Air Corps, Middle Wallop, Stockbridge, Hampshire SO20 8DY.

## Entertaining Falklanders

I WAS interested to read in Navy News (December issue) that HMS Newcastle has been entertaining the people of the Falkland Islands.

In 1941 HMS Birmingham was sent to the Islands to relieve the Newcastle. I seem to remember that her boilers were about to burst.

Our captain was Alec Mad-

den, later to be Second Sea Lord. He was an accomplished pianist and also keen on amateur dramatics. The main problem at that time was to maintain the morale of the ship's company while we spent weeks at sea stooging about waiting for Axis commerce raiders who never came.

However, with the Americans coming into the war after Pearl Harbour, we were sent to Port Stanley to put it in a state of defence against invasion.

While engaged on this, Madden organised a revue called "Hands to Dance and Skylark", which we put on ashore, and the show was a roaring success. — David Bird (cdr., reted.), Petersfield, Hants.

## Bank charge aid not for all

AN INTERESTING snippet of news passed my eyes recently.

I quote: "Civil servants who are paid through a bank are to receive 35p a week to help meet their charges. The amount starting in April is double what they get now." — Daily Mail, January 1984.

Strange, isn't it, that two parties working for the same Government, have somewhat different conditions of service?

We are required to have a bank account without apparently any compensation or "assistance." — Lieut.-Cdr. (name and address supplied).

Industrial civil servants at present receive 17p a week —

# Actually, we've all been to Ras-al-Khaimah!

IT SEEMS from past issues of Navy News that there is some doubt about which ship first visited Ras-al-Khaimah after the long gap from the 19th Century.

In June HMS Avenger claimed this distinction, while in December Lieut.-Cdr. Parsons informed you that HMS Appleton visited the sheikdom in 1964.

You may like to know that HMS Dalrymple visited Ras-al-Khaimah in 1959 and 1960 while carrying out observations across the Straits of Hormuz to link the geodetic system of Iran to that of the Arabian Peninsula.

I would be very surprised if Ras-al-Khaimah had not been visited between 1819 and 1959 by a Royal Navy vessel, but in the meantime, I claim the Dalrymple. — J. A. L. Myres (captain RN) Hydrographer RAN, Canberra.

I IMAGINE sometimes that some of the your correspondents think that the Navy did not exist before the last war.

HMS Avenger claims to be the first British warship to visit the state of Ras-al-Khaimah in 164 years, while HMS Appleton thinks she has something to shout about because she was there in 1964.

From 1929 to 1932 I served in the Persian Gulf aboard HMS Cyclamen. At that time there was no air service across the Gulf to India, and in 1929 one of the Cyclamen's assignments was to route a passage from one side of the Gulf through Ras-al-Khaimah to Karachi in India. — G. F. Seymour, Waltham Abbey, Essex.

HMS Loch Alvie, under my command, visited Ras-al-Khaimah in November 1954. During a two-day visit we acted as wireless link between the Political Resident, Persian Gulf (who was touring the Oman) and the Residency at Bahrain. — I. G. H. Garnett (captain RN, reted.), Blandford Forum, Dorset.



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# stirred the memory—

thanking the ship's company of HMS Hasty for the wonderful job they did for us that evening. — Bungy Edwards, DSM, Portsmouth.

The original inquiry concerned the man on the port anchor.

AS A Pompey yeoman of signals I was on loan to the Hasty on that fateful night, and memory is revived of an AB (the POs' messman of the Hasty) who was among the first to volunteer for boats crews to pick up survivors.

He suffered a shrapnel wound which caused his death on return to the Hasty — the only casualty I believe which the ship suffered.

Forty-one years after that night I was having a drink with a Dainty survivor, then AB Fred Edwards, and to my surprise it turned out that he was the grandson of my father's eldest brother. I

had no idea until then that I had helped to save the life of an unknown relative!

Another dear friend of mine is ex-CYS Bill Bugg of the Dainty. He tells me that every February 24 at 1900 his mind goes back to that awful night. — Ralph Matthews, Shildon, Co. Durham.

THE LETTER about the man on the Dainty's port anchor reminded me of a newspaper cutting I acquired many years ago of the sinking of HMS Gazelle.

It showed a sailor called George Bromfield on the port bow of the ship which was sinking vertically. He had a foothold on a porthole.

According to the newspaper the man survived, and the "porthole perch" picture was among the memorable camera shots of the Second World War. — J. B. Thomson, Romsey, Hants.



# LUFTWAFFE SHIP-KILLS RECORDED

WITH reference to Capt. I. G. Robertson's letter (February issue), statistics of British naval losses in the Second World War can be found in Roskill's "War At Sea" Vol III Part II App T, but the following may be of interest to readers.

The Luftwaffe accounted for no British capital ships or carriers, but for eight cruisers plus two (Trinidad and York) shared with surface forces; and 42 destroyers plus four (Gallant, Zulu, Bedouin and Kingston) shared with a mine, shore batteries, surface forces and surface forces, respectively.

The Italians had a hand in eight of the destroyer losses.

The vast majority of these losses were suffered when no air support was available.

For comparison German U-boats sank two British battle-ships and five carriers, and in association with Italian U-boats, eight cruisers plus Edinburgh (shared with surface forces) and 32 destroyers.

Of the 430 destroyers of all types that served in the RN during the war, 130 were lost from all causes under British crews.

On the other side of the coin, 784 U-boats out of 1,162 completed were lost.

It would be interesting to know what losses the Luftwaffe suffered in attacks on shipping. A distinct lack of enthusiasm for the battle — even when we had no air cover — was noticeable on the second and subsequent days by aircrew invited to attack the North Russian convoys. — E. A. S. Bailey (Capt., RN), Ardgour, by Fort William.

Letters have also been received from T. Robins (Plymouth), N. Humphrey (Huddersfield), Arthur Aston (Cannock, Staffs), William Adams (Leven, Fife), and Tom Trindall (Windsor).

## Exchange □ mystery

CAN any reader solve a 41-year-old problem for me? Why were 800 British naval personnel repatriated for 2,000 Italian naval prisoners of war?

This was in March 1943 and none of us was wounded. Sicily and Italy had not then been invaded, and the Desert War was not quite over.

I had been captured after the fall of Tobruk in 1942. Then suddenly in March 1943 we were told we were going home. It was unbelievable, but we went to neutral Turkey where the exchange took place. — Len Careless, Nottingham.

## Opportune knocks for a likely lady

THE SENIOR Rates' mess, HM submarine Opportune, is seeking a "comely miss" to fill the post of Official Pin-Up. Salary not negotiable (there isn't one) but unlimited "perks." Photograph a must, age somewhere under 30.

All communications, giving personal details and photographs please, to The Secretary, Senior Rates' Mess, HMS Opportune, BFPO Ships.

May I congratulate you, on behalf of all mess members, on the quality of your paper (our paper). It gets better by the month. But more pin-ups please. — Scouse Middleton (RS, SM), secretary Senior Rates' Mess, HMS Opportune, BFPO Ships.

## Band of □ brothers...

HAVING read in Navy News (February) about five brothers in the Service together, I would like to mention that I am one of five brothers who served together during the Second World War.

At one time subsequently, I had three sons and three nephews all serving together. — C. Parrish (ex-stoker), Bridgend, Mid. Glam.

I SERVED in the Tarter during the Second World War with three brothers at the same time. Being a little superstitious I was not too happy about it. — T. R. Kelly (ex-chief GM), Wirral, Merseyside.

## Last word on □ Nuisance

SINCE my letter and picture of the dog "Just Nuisance" appeared in the January issue there has been quite a large response from sailors of the Second World War era, including a letter from ex-AB K. Scotney, of Portsmouth, who is adamant that he is the man in the picture.

I am most grateful to Navy News and its readers for their interest. — Gordon Haddon, Kenilworth, South Africa.

One reader has explained that a photographer made a speciality of taking "matelot and dog" pictures for a fee. There could be hundreds of them, and faces are not so easily recognisable after 40 years. — Editor.

## Old enemies □ in contact

REGARDING "Poignant reunion" (February), I was a survivor of HMS Martin, torpedoed on November 10, 1942, off South Africa.

Through the kind auspices of Mr. Gus Britton, of the RN Submarine Museum, I was put in touch with the captain of U431 which torpedoed the Martin, namely Kapitän Wilhelm Dommes, of Hanover. We have corresponded and he sent me a photograph of himself and also of the U431. — Harry Plance (ex-CYS), Swansea.

## Are the Dutch □ invited?

I WONDER if the organisers of the June 6 celebrations have thought to invite members of ex-Servicemen's associations of our allies at the time of D-Day, more particularly naval ones.

The Netherlands ship Flores left Portsmouth Harbour on Sunday, June 4, for assembly in the Solent, forming part of the bombardment force, and duly carried out that duty at Arromanches.

For D-Day, in addition to the Dutch crew, there were five RN ratings (communications and radar) and one RNVR liaison officer. I was the leading signaller.

I am sure that our Dutch friends would like the opportunity to come for the celebrations. — E. W. Chappell, Whitstable, Kent.

## LETTERS TO THE EDITOR

### Seamen? What a good idea!

I READ with interest CCMEA(L) Dixon's letter (February) which had a familiar ring, but like so many similar letters along the same lines about nobody listening, the "HELP" may also be interpreted as a cry from the wilderness.

However, we must not despair. After some 400 years or more of changes for the better, modernisation, improvements, multi-functional ratings, etc., somebody did in his wisdom hit upon the idea of a need for "Seaman Specialists". So perhaps all is not yet lost.

What next, chippies? — B. E. Wines, FCMEA(H), HM Naval Base, Portsmouth.

# Why parcels get held up in the post

WHEN I first came to Bermuda, parcel post used to be sent out regularly via British Airways on a white label.

Now it comes out on a yellow label and, I was told, the Postal Courier Depot will not send parcels until they have at least ten bags of parcels.

If this is the case, what happens if there are six bags and no more for a few months? Does it mean we have to wait those extra months for parcels that should have been here a month already?

There are only 13 families here, so I wonder how often we are going to get ten bags of parcels. Could you clarify this ruling for us? — Parcel hopeful, HMS Malabar.

Stricter application of the rules over surface-paid parcels means that Service personnel in the smaller overseas units may have to wait a little longer for parcel deliveries.

But it still means a reasonable service, Navy News was told, with parcels going by air at surface rates. The difference, brought about as the Forces postal system was asked to look for savings, is that parcels may be held for a week or two until there is sufficient quantity to justify an "airlift" for surface parcels. Places involved are where

there are comparatively small numbers of personnel, for instance HMS Malabar and Diego Garcia.

For people requiring urgent delivery, individual parcels can still be sent immediately by air mail by paying the full rates. With lighter parcels the difference may not be too great. For instance a three-kilo parcel to Malabar would cost £8.95 by immediate air mail instead of £7.15 by waiting for the "airlift," while a 10-kilo parcel would cost about £23 (£13.30).

The Ship Section of the Postal Courier Depot in London said that "airlift" parcels to places like Malabar would be despatched every two or three weeks, still with the benefit of surface rates for air despatch. But there was no question of waiting months until a specific number of bags had accumulated. — Editor.

## Antelope □ and U41

I WONDER if anyone can give me details of the action in February, 1940, when HMS Antelope, in company with other ships, sank U41. — J. S. Johnston, 6, Elton Drive, Hazel Grove, Stockport, SK7 6EP.

# Dainty anchor mystery

MY LETTER (February) about the "Dainty mystery" had a happy ending, as I heard from Mr. Fred White of Weymouth to say that he was the man on the Dainty.

I also heard from Mr. Sam Stocker of Birmingham, another Dainty survivor. — R. F. Green, Twesbury, Glos.

I BELIEVE the chap standing on the port anchor as the Dainty went down was a LS Sanderson, who survived. This information came from a survivor, Herbie Carr, of Wear branch of the Royal Naval Association.

I was in the Hasty at the time, but do not recall the incident. I would like to add that I am indebted to Navy News for putting me in touch with an ex-member of the Hasty's crew. I have not met any of

her crew since leaving the Navy. — G. Skea, Sunderland, Tyne and Wear.

I WAS an AB ST aboard the Dainty when we were dive-bombed leaving Tobruk. The Hardy came alongside our bows and we managed to get a line across, the first to go being the monkey which had had enough.

Then the after magazine exploded, which had the effect of putting out the fires which were blazing. The stern of the Dainty went down and the bows came up.

When I could see the Asdic dome above water I climbed down on to the starboard anchor. Not being keen to dive from that height I jumped and swam towards the Hasty, where two lads holding a rope managed to inch me up the side.

I am sure all Dainty survivors will join me in

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# Games, set and match to Endurance

HMS ENDURANCE was well represented at the alternative Winter Olympics staged at Rothera, the British Antarctic Survey Base inside the Antarctic Circle on February 19. In fact, all the competitors were members of the ship's company, so the Endurance, predictably, did rather well in the final medal table.

Five events were staged on the slope used by the BAS scientists to get from their base to their airstrip three miles away.

The ice patrol ship's mountain and Arctic warfare-trained Royal Marines had a clear advantage in the ski-ing events, and would have swept the board had not STD John Easton come second in the downhill competition.

A lot of effort and ingenuity went into the building of machines for the four man bob, an event eventually won by the

ME Senior Rates because they were the only team to complete the course with four crewmen still on board.

Sir Rex Hunt, High Commissioner of the British Antarctic Territories, was to have competed in the luge (tin tray version), but the event was cancelled because of the unfavourable condition of the ice. Lady Hunt presented the prizes and also judged the four man bob Concours d'Elegance held on the flight deck.

## ANTARCTIC TOUR

Sir Rex and Lady Hunt were on board the Endurance for a three-week tour of the British Antarctic Territories.

Unfortunately, the afternoon ended with POMA Kevin Mitchell becoming the subject of what is probably a record "aero-medevac" from the Antarctica to RN hospital Haslar.

Kevin was ashore to provide medical cover, but was hit by a sledge and went down with a badly broken ankle — still clutching the first aid bag.

## LANDING STRIP

The ensuing medevac, to stop the injury becoming a permanent disability, involved inter-Service and international co-operation. On February 21 Kevin was flown by Endurance Wasp to the landing strip three miles above Rothera, from where a BAS ski-fitted De Havilland Twin Otter flew him 400 miles to the Chilean base on King George Island.

He was collected from there the following day by an RAF



Above right — Dwarfed by her surroundings, HMS Endurance approaches the famous Lemaire Channel — popularly known as Kodak Gap, for obvious reasons — as she steams

north at the end of her second work period. The Antarctic Peninsula mainland is on the right, Anvers Island to the left. Inset — Lady Hunt pours the bubbly for the Stokers who won the

four-man bob Concours d'Elegance. With Lady Hunt are (left to right) LMEM Terry Burke, LMEM Haigh, MEM Mark Barsby and LMEM Jim Foot.

Pictures: LA(Phot) Terry Harding.

STENA INSPECTOR, a North Sea support ship which provided invaluable engineering back-up for Royal Navy warships during the Falklands campaign has been taken over by the Royal Fleet Auxiliary Service and renamed RFA Diligence.

She was refitted as a forward repair vessel at Govan on the Clyde and renamed at Portland on March 12.

She will have a complement of 13 officers and 29 ratings, and has berths for up to 155 RN personnel to enable her to act as host ship for embarked Fleet Maintenance Groups.

## Diligence joins the Service

Hercules from the Falkland Islands, and returned to the UK via Stanley, arriving at Haslar on February 25.

Kevin hopes to be fit enough to welcome the Endurance back to Portsmouth.

## RENDEZVOUS

On March 1 the Endurance rendezvoused with the Brazilian ice patrol ship Barao de Teffe in sight of Elephant Island. The place and time were not without historic significance for the ship,

because almost exactly 68 years ago Sir Ernest Shackleton landed on Elephant Island after his attempt to reach the South Pole had been thwarted when his ship Endurance was trapped in the Weddell Sea ice and crushed.

The two ice patrol ships steamed side by side for almost an hour and exchanged greetings before the Endurance turned for Stanley at the end of her second work period in Antarctica.

## Alderney, Stubbington to the rescue . . .



Firefighters on HMS Stubbington cool the Cato's stern and superstructure sufficiently for a party to board the trawler.

## Protection's the name of their game

TWO MEMBERS of the Fishery Protection Squadron, HM ships Alderney and Stubbington, have been to the assistance of stricken trawlers.

The Alderney, having endured winter storms from the Shetlands to the Scillies during January, headed with some relief in February for the normally calmer waters of the Irish Sea.

But a storm blew up over her first week-end on station, and she was soon involved in the rescue of the fishing vessel Cowrie Bay.

Cowrie Bay's engines had failed three miles off the Isle of Man, but by the time the Alderney reached her she had been blown 20 miles from the coast. The Alderney passed a rope by gunline and, despite a

parted tow, got the 45-ton fishing vessel safely to Peel.

HMS Stubbington located the abandoned and fiercely burning beam trawler Cato in the English Channel. The trawler's after deck was cooled by three hoses from Stubbington before Lieut. Tim Burns led a salvage party on board.

POMEM(M) John McCulloch's firefighting party had to contend with dense smoke, heat-buckled deck plates, melted ladders and an unfamiliar layout before they extinguished the fires. The trawler was then towed back to Brixham and returned to her owners.

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# Lift catastrophe averted by chief

TWO senior rates and a leading aircrewman have received commendations for bravery in the highest traditions of the Service. CPO Gil Burnett of HMS Illustrious and LACMN Anthony Gardiner of HMS Invincible have been awarded Commander-in-Chief Fleet's Commendations, and CPO John Kilian, now in HMS Vernon, has been awarded his by the Commander British Forces, Falkland Islands.

**CPOMEA(M) Burnett** averted catastrophe when HMS Illustrious's 70-ton hydraulic aircraft lift threatened to crash down on to men and aircraft in the hangar below.

He was testing the lift when a control wire failure caused the platform to tilt rapidly beyond normal recovery limits. Inflam-

mable hydraulic fluid from a fractured pipe was drenching men, machinery and aircraft, and "a major fire or a catastrophic final fall of the platform was the prospect that faced CPO Burnett as he stood immediately below the tumbling lift," states the citation.

Putting his own life at risk, he jammed two support brackets in the path of the still descending

roller assembly, stopping the platform inches from the position at which it would inevitably have crashed into the hangar below.

The day after HMS Invincible sailed on her Orient Express deployment to the Far East, a Sea King helicopter of 820 Squadron was scrambled to assist a yacht caught in appalling weather off Portland Bill.

LACMN Gardiner was lowered by winch, and despite extreme discomfort and physical injury, succeeded in rescuing the lone survivor.

## Blizzard

CPO Kilian was the helmsman of a harbour launch which helped to recover an ammunition barge drifting dangerously among ships at Port Stanley after breaking its moorings in a blizzard.

It took him almost an hour to manoeuvre on to the barge in very poor visibility, and both barge and launch were almost blown on to an aviation fuel tanker which loomed out of the night. He still had a towing party on the barge, so could not slip the tow.

In hurricane-force weather he kept the tow going for more than an hour, eventually reaching deeper water where a salvage tug was able to take over.



CPO John Kilian — helmsman in recovery of and ammunition barge.



LACMN George Gardiner — saved a yacht survivor in the Channel.

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#### The Artist

John Heseltine studied at the South East Essex College of Art, obtaining his Teaching Diploma in 1942. He served four years in the Royal Navy Coastal Forces and exhibited in two War Artists Exhibitions. He has exhibited at the Royal Portrait Society, the Royal Watercolour Society, and has had drawings exhibited at the Victoria and Albert Museum. In 1969 he was commissioned by the International Publishing Corporation to portray the Investiture of HRH The Prince of Wales. His oil painting of HMS Hermes in action off the Falklands is now on permanent display at the Fleet Air Arm Museum, Yeovilton.

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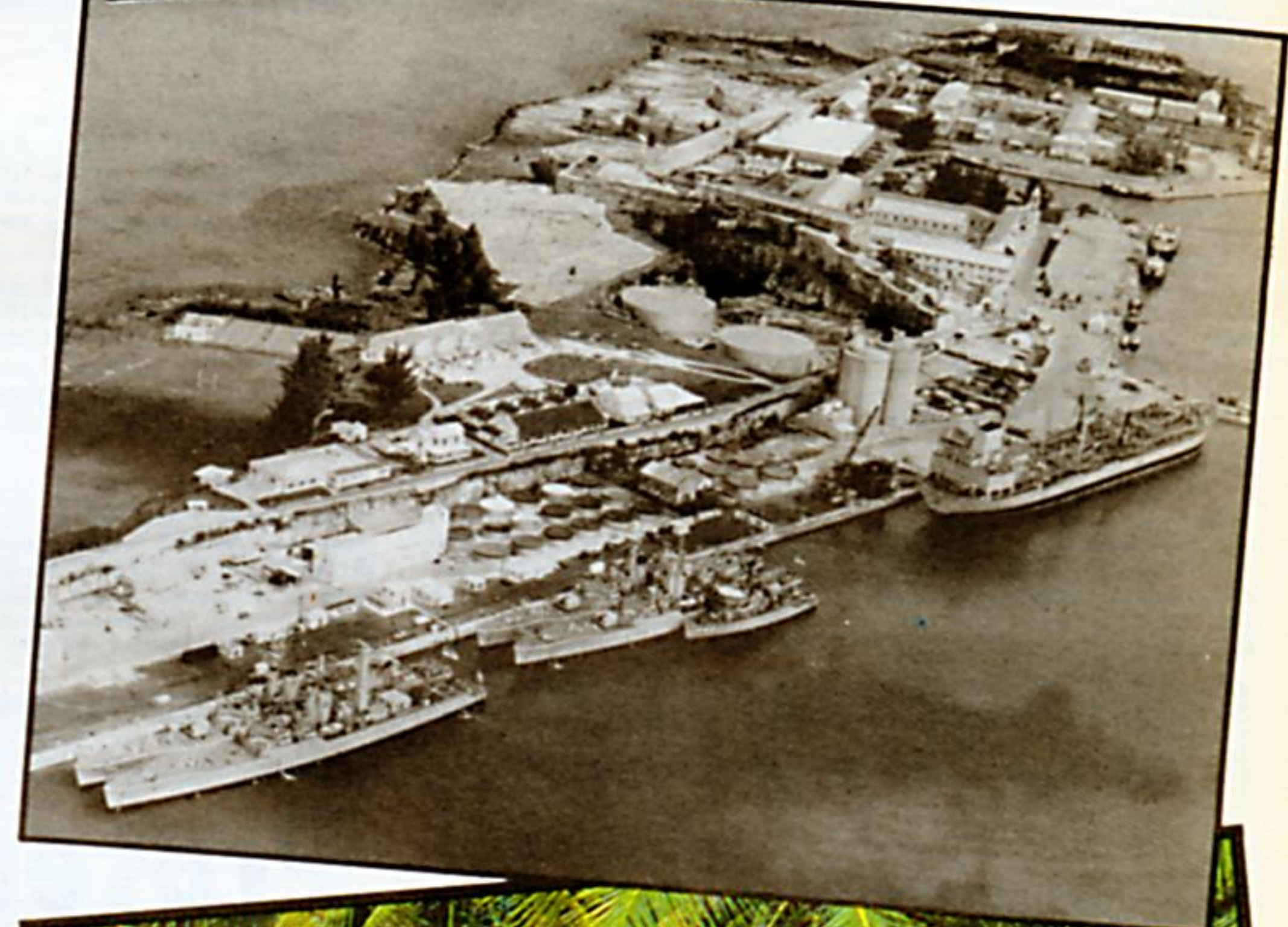
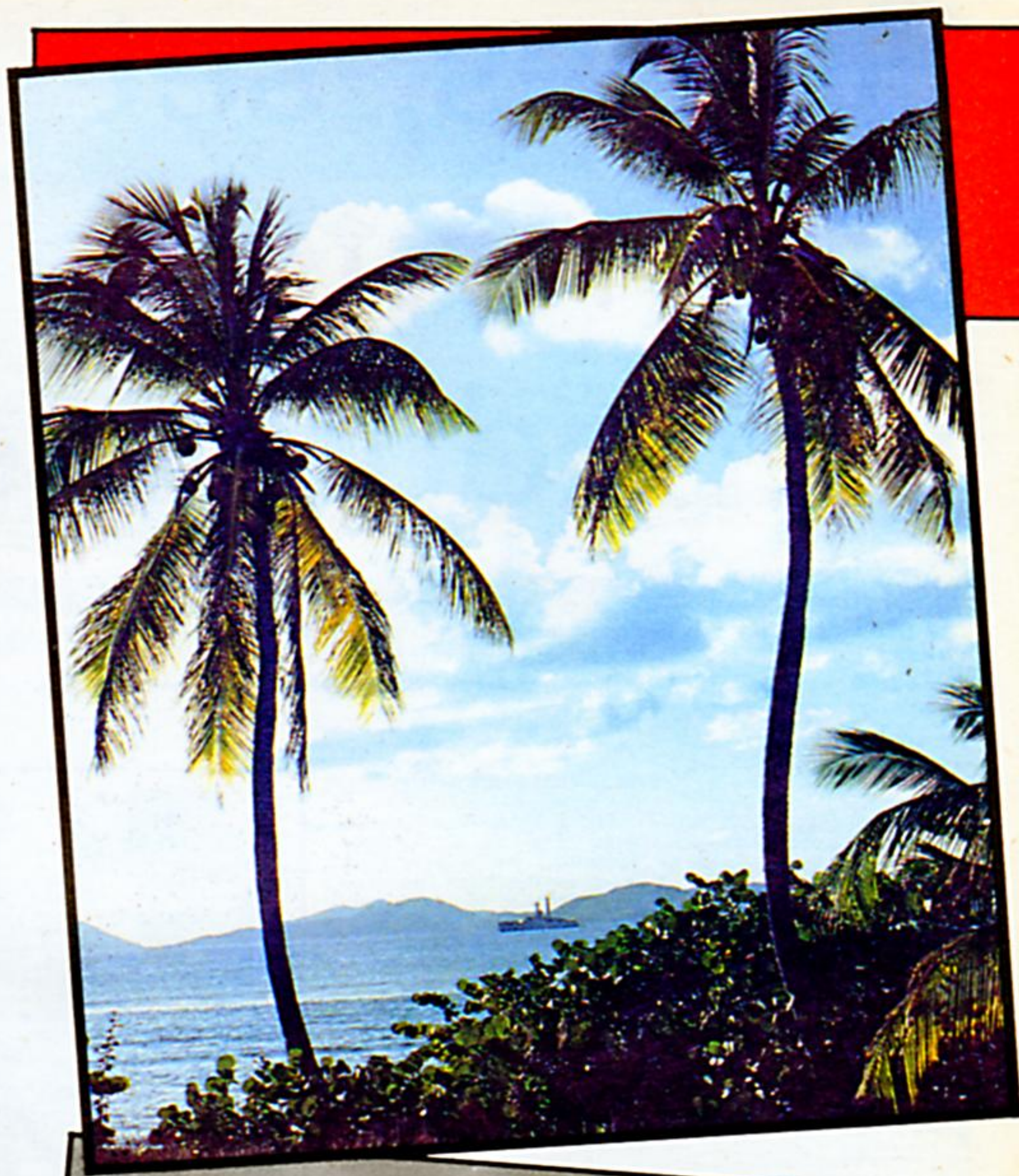
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Images of the Caribbean deployment, captured by LA(Phot) Paul Gibson, of the Fleet Photographic Unit: Top — HMS Londonderry framed by the palm trees on Virgin Gorda. Centre, the four frigates and their support tanker RFA Brambleleaf at Charleston, South Carolina. Bottom — a spot of relaxation on an island in the sun for men of the Dartmouth Training Squadron ships.



# OUTSTATION!

## Where it's Sixth of the best for pupils

SHIPS of the Dartmouth Training Squadron returned to Plymouth on March 20 at the conclusion of a successful nine-week Caribbean deployment. It included hard training, some fun in the sun — and the spectacle of 1,200 Royal Navy men carrying out Ceremonial Divisions on US soil.

Nearly 200 officers under training (OUTs) were divided between four frigates. Most training targets were exceeded and all benefited from close integration and identification with ships' companies.

### Islands

Use of four frigates provided extensive opportunity for trainees to carry out officer-of-the-watch manoeuvres under the watchful eyes of commanding officers. Trainees gained valuable experience in many tasks, from bosun's mate to seaboard coxswain, as well as helping in the galley and in ship preservation.

Seamanship, navigation, supply duties, and marine and weapon engineering were studied on board, with practical assistance from ships' companies who welcomed the opportunity to air their knowledge.

Between training, West Indies islands visited by the ships, singly or in groups, included Barbados, Grenada, St Lucia, St Vincent, St Croix, Virgin Gorda, Puerto Rico and Tortola. There was a week in Charleston, South Carolina, for all the squadron — led by HMS Plymouth — and a final stop in Bermuda.



Watersport opportunities abounded, while hospitality was, like the cricket opposition, sometimes overwhelming.

In Barbados, HMS Londonderry's rugby team, strengthened by the OUTs, lost 24-3 to the national team but got revenge by defeating the national under-21s by 10-nil.

The Londonderry's 20-strong sub-aqua team carried out an expedition to discover the wreck of the old 10,000-ton freighter

Stavronkita, which has been scuttled for sub-aqua training.

St Vincent boasts an active volcano which last erupted in 1979, and this provided a natural focus for the Torquay's climbing expedition. On board, the Bishop of St Vincent carried out the christening of the son of Lieut.-Cdr. Vincent, who is on loan service to the island.

Visit of HM ships Londonderry, Torquay and Berwick to San Juan gave the OUTs the

opportunity to spend a busy, and sometimes exciting, week-end of training with the Puerto Rican National Guard.

On the social side the Commonwealth Society in San Juan organised beach parties, while the local MG sports car club boasting 25 cars dating back to 1935, put in an appearance.

When all the ships called at Charleston, many sailors visited Disney World and the Epcot Centre in Orlando, Florida.

Sport and hospitality provided by the US Navy included a series of sports fixtures between the OUTs and Charleston Military Academy. The away side won the fencing and rugby contests.

During the visit, Captain of the Sixth Frigate Squadron (Capt. M. C. Cole) laid a wreath at the HMS Seraph monument which commemorates co-operation between the US and UK during the Second

World War, and where the White Ensign is flown.

The visit concluded with the unusual spectacle of 1,200 men of the squadron on Ceremonial Divisions on American soil, and marching to a US Marine Corps band.

Final visit was to Bermuda, where there was a reception in Hamilton City Hall. A squadron team defeated Bermuda football league leaders Southampton Trojans 6-5.



Mid. Harry Andrews gets his bearings in HMS Londonderry and (left) the Londonderry and HMS Torquay (F43) manoeuvre in the preliminary stages of a jackstay transfer. Light jackstay transfers were among the many evolutions practised during the Dartmouth Training Squadron's West Indies deployment designed to sharpen the skills of officers under training from Britannia Royal Naval College.



Midshipmen from HMS Plymouth march to church at St George's, Grenada, during events to mark the tenth anniversary of the island's independence.

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33	37	18,388	26,441	42,477	58,514
34	38	16,559	23,810	38,251	52,692
35	39	14,850	21,352	34,303	47,253
36	40	13,275	19,088	30,665	42,241
37	41	11,842	17,027	27,355	37,682
38	42	10,549	15,168	24,368	33,568
39	43	9,390	13,502	21,691	29,881
40	44	8,357	12,017	19,305	26,593
41	45	7,439	10,697	17,184	23,672
42	46	6,625	9,526	15,305	21,083
43	47	5,904	8,490	13,640	18,789
44	48	5,267	7,573	12,167	16,760
45	49	4,703	6,762	10,864	14,965
46	50	4,204	6,045	9,711	13,377
47	51	3,762	5,409	8,690	11,971
48	52	3,370	4,846	7,786	10,725
49	53	3,023	4,347	6,984	9,620
50	54	2,715	3,904	6,271	8,639
51	55	2,441	3,510	5,638	7,767
52	56	2,197	3,159	5,075	6,991
53	57	1,979	2,846	4,573	6,300
54	58	1,785	2,568	4,125	5,683
55	59	1,612	2,319	3,725	5,132
56	60	1,457	2,096	3,367	4,639
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## A PAGE FOR FAMILIES

# Sally Port tribute to Falklands war dead

EXACTLY a year after the pilgrimage by bereaved Service families to the Falklands, and two years after the Task Force sailed from Portsmouth, a memorial plaque bearing the names of 119 of those who died is to be unveiled at Portsmouth at noon on April 5.

The memorial, at Sally Port in Old Portsmouth, will provide a focal point of tribute and remembrance to men of the Royal Navy and other sea-going forces who lost their lives in the Falkland Islands and the South Atlantic in 1982.

Inscription on the plaque, to be unveiled by the father of a sailor who died on his 18th birthday, will read, "This memorial is dedicated to the members of the Royal Navy, the Royal Marines, the Royal Fleet Auxiliary and the Merchant Navy, whose names are recorded here. They gave their lives in the service of this country and for the defence of freedom, in the Falkland Islands and the South Atlantic."

Arrangements for the plaque and the service of dedication have been made by Portsmouth City Council, working closely with the Falklands Families Association, formed after the 1983 pilgrimage.

## SIMPLE PLAQUE

The memorial will take the form of a simple plaque made from polished slate and fixed to the wall of the old Sally Port. It bears symbols of the four Services involved, and an outline of the Falkland Islands.

The dedication is to be a family service, although there will be a contingent of uniformed men and women representing the four branches of the maritime service involved. Among those present, besides City Council representatives, will be the Flag Officer Portsmouth, Rear-Admiral J. C. Warsop, and Major-General Julian Thompson, RM. A Royal Marines Band will play for the hymns and the singing will be

## Simple slate roll of honour

led by the boys of Portsmouth Cathedral Choir.

Families will be attending from all over the country and the unveiling of the plaque will be carried out by Mr. R. Stuart, father of Seaman(M) Matthew J. Stuart, who served in HMS Argonaut.

## PROVOST

The interdenominational service will be led by the Provost of Portsmouth and Chaplain to the City Council, the Very Rev. David Stancliffe. The second lesson will be read by Mrs. Christine Robinson-Moltke, whose husband, Glen, a lieutenant commander, died in HMS Coventry. She and Mr. Charles Ford, chairman of the Falklands Families Association, will lay the association's wreath.

Wreaths will also be laid by the Lord Mayor and senior officers.

## GUILDHALL

Later families will go to the Guildhall where the Lord Mayor will welcome them on behalf of the city. It is hoped officers commanding ships in which lives were lost will be present to meet families.

Mrs. Robinson-Moltke, a member of the association committee and regional officer for Hampshire, told Navy News of the immense importance which the families will attach to the naval memorial in this country, and paid tribute to Portsmouth City Council for their great helpfulness over the arrangements.

She explained how many bereaved families had kept in touch through the association,



SEVEN-YEAR-OLD Christopher Woods had more than one reason to smile when, with his father, Lieut.-Cdr. Desmond Woods, he visited HMS Hermes. Apart from a tour of the ship, a ride in a Gazelle helicopter, and a chance to meet the ship's commanding officer, Capt. Ken Snow, Christopher was able to renew his friendship with his doctor, Dr. John Kemshead.

Dr. Kemshead leads a research team which has pioneered a new form of treatment for sufferers from neuroblastoma. Over the past six months Christopher has shown considerable improvement and he looked happy as he visited the ship in which his father served until the middle of last year.

While on board, Lieut.-Cdr. Woods was associated with organising a

## Hermes is just what the doctor ordered!

sponsored slim competition which, along with a sponsored cycle marathon, raised £4,000 for Imperial Cancer Research Laboratories.

On hand to record the visit was a film crew from the Central Office of Information who are making a series of documentaries about recent British medical developments. As a

result, Christopher may find himself on American television later this year. It is also hoped that the series will appear on British screens too.

In our picture Christopher is seen with, left to right, his father, Capt. Snow, Dr. Kemshead, and Lieut.-Cdr. David Maddrell, who is the Hermes public relations officer.

## AROUND AND ABOUT

### Caravans for hire

CARAVANS are still available for hire this year by RN and RM personnel at the former RN establishment Aultbea (Loch Ewe), Ross-shire.

For details send stamped, self-addressed envelope to Mrs. Sheila Murrey, (Loch Ewe Caravan Bookings), HMS Cochrane, Rosyth, Fife, KY11 2XT.

### Cheque mates

THE 8th Rosyth St Margaret's RN Brownie pack, which had "adopted" Dunfermline and West Fife Hospital, presented a

with its aims of friendship and help.

Some of the families are hoping to pay a return visit to the Falklands in February 1986, using the new airport which by then will be in operation.

The association annual meeting takes place at 1600 on April 14 at the Household Cavalry Barracks, Knightsbridge, followed by a buffet. All families concerned are welcome.

## SECRETARY

Secretary for the past year has been Miss Sue Taylor, for whose work members are most grateful but who is now resigning, so a new secretary will be needed.

About 170 families are represented, but inevitably, with a scattered membership, maintaining impetus is not easy. It is, however, hoped that the annual meeting will help to rekindle enthusiasm.

## NAAFI'S NEW BUDGET CARD GOES FURTHER

NAAFI is introducing a new budget account scheme for RN and RM customers. It replaces the present one which can be used only for purchase of household, electrical and similar goods.

From April 29 account holders will be able to charge all their shopping, including groceries, to the account — providing the bill is for £5 or more. Naafi discount or dividend will be allowed against all purchases at point of sale.

If existing budget account holders decide to transfer to the new scheme a three per cent bonus will be credited against any debit on their account at the date of transfer.

To open a budget account customers must agree

to pay a set sum (minimum £5) each month into the account. They will then be allowed credit up to 24 times that sum if paying by naval allotment or direct bank debit, or ten times if payments are made in cash.

## FULL INFORMATION

Full information and application forms will be available in families shops, Services shops, and HM ships from April 16. Existing Naval Budget Account customers will be notified individually.

● A 10 per cent discount is now available on a range of packaged foreign holidays booked direct by entitled Naafi customers with several travel companies.

£350 cheque to buy continental quilts for the hospital's Ward 6.

All the Brownies and some of the leaders are from Service families. The presentation was made by Brown Owl Mrs. June Walker, whose husband is a naval officer.

### Personal visitor

WHEN the Director-General

Naval Personal Services, Rear-Admiral W. A. Higgins, visited RN air station Yeovilton in March, the itinerary included the Yeovilton Wives' Club, which meets in the Royal Sailors' Rest cottage at Ilchester; the Naafi shop at Houndstone married quarters; and the Heron Club, where he met junior rates, including Wrens.

He also toured the site of the new WRNS accommodation complex.

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# GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## New pension scales for early leavers

OFFICERS retiring voluntarily before the end of a pensionable commission will after April 1 1984 get retired pay in accordance with new scales.

A Joint Service statement claims that the new scales will benefit the majority of officers retiring voluntarily,

with "significant improvements between the ages 40 to 50, and particularly for those in the late forties."

The new scales replace the current percentage abatements levied on the present scales. Retired pay will continue to be awarded on the present scales where retirement is on completion of a pensionable commission or on redundancy.

The main justification for the current percentage abatements is that they remove an enhancement built into the present pension scales which it is inappropriate to pay to those retiring voluntarily — that is because the enhancement is intended to provide an additional benefit where service is terminated on completion of a commission or on redundancy.

The various percentage abatements are not consistent across the three Services (7½ per cent. for RN and RM officers retiring voluntarily between the ages of 40 and 50; 10 per cent. for Army and RAF officers retiring voluntarily under age 43; and 5 per cent. for Army and RAF officers retiring voluntarily between the ages of 43 and 50).

For the majority of officers these abatements reduce their retired pay below the preserved pension rate of 3 per cent. of the 34-year rate of retired pay for each year of reckonable service given.

Because the new scales are based on the preserved pension rate they remove the enhancement consistently and

evenly, thus placing the awarding of retired pay on premature voluntary retirement on a sound basis.

The opportunity of RN and RM officers to retire voluntarily under age 40, with retired pay awarded on present scales without abatement, will eventually cease (but subject to reserved rights).

The new scales will also be used to determine the maximum rate of retired pay that may be awarded to officers whose service is terminated on grounds of misconduct, or of incapacity, unsuitability or inefficiency within their own control.

All officers serving on March 31 1984, including those re-employed before April 1 1984, who have already completed 16 or more years of reckonable service over age 21, or who will have done so on or before September 30 1985, will have a reserved right on premature voluntary retirement to the current percentage abatement terms if these are more favourable.

Those who are re-employed on or after April 1 and who subsequently retire voluntarily will have their retired pay in all cases awarded on the new scales.

Where retirement is on grounds of misconduct, etc., and this occurs on or after April 1 the maximum rate of retired pay that may be awarded will be that set out in the new scales.

Special arrangements are made for retirements between April 1 and the promulgation of



"And they call us 'silly goats'!"

### Snowdon challenge

ANYONE fancying his chances in a marathon over the mountains should read all about the Welsh 1000 — a 31km event with a total climb of 2,700m. The start is on the north coast and finishes on the summit of Snowdon, crossing all peaks over 1,000m.

As the official statement says, "It is a strenuous event for which individuals need to be properly trained."

Of special interest this year is that all proceeds will go to the Soldiers', Sailors' and Airmen's Families Association to mark its centenary.

DCI (RN) J 75

the 1984 Pension Code.

In the case of other ranks, new scales will also be introduced for discharge on or after March 31.

These scales will be used only to determine the maximum rate of pension that may be awarded to those discharged on grounds of misconduct, or incapacity, unsuitability or inefficiency within their own control.

This arrangement will supersede the existing 10 per cent. minimum reduction for other ranks discharged on grounds of misconduct.

DCI (RN) J 98 / 84

### ☆ Guided approval

AS BRIEFLY reported in the February edition, approval has been given by the City and

Guilds of London Institute (CGLI) for recognition of NAMET grade 5 or better for the award of CG 364 (numeration) at level 1 and/or CG 772 (communication skills) at level 1.

To be eligible for a certificate, an applicant must have taken the appropriate NAMET examination on or after April 1 1978. A rating wishing to enter the scheme, but who had taken NAMET before this date, would need to resit the examination in the subject in which he sought an award.

DCI (RN) 55/84

### ☆ Fearless salvage sum

SALVAGE money is now ready for distribution in acknowledgement of services rendered by HMS Fearless in November 1976 to the motor vessel Nostos Vasso Athene.

The value of each share is £20.15, and special awards have been made to the fire-fighting and boarding parties.

DCI (RN) 68/84

### ☆ Sounds foreign

THE ability to pass an examination in Chinese could be worth £540 (tax free) to a Royal Navy candidate, according to an announcement which invites applications for the Civil Service Commission linguist examination in October.

The subjects range from Arabic to Turkish, but applications should not be submitted "unless both candidate and his commanding officer are satisfied there is a reasonable chance of a pass mark being obtained." It could be a quick way of finding out the Cantonese for "Push off!"

DCI (RN) 82/84

### ☆ Sport for all

BESIDES the major sports, the Royal Navy offers wide-ranging opportunities for training courses in such activities as gliding, board-sailing, parachuting, judo and ski-ing.

Though some courses are for experienced or nominated personnel, many are on an all-comers basis. Full details are announced of the dates.

DCI (RN) 78/84

## Slim-fit tropical shirts on issue

IMPROVED white tropical shirts are being introduced for wear by officers and ratings in place of existing patterns.

The new shirts have button-down shoulder flaps and a collar stiffened by a fused interlining.

They are of slimmer fit than the present patterns, but the white cotton shirting used in the present officers' pattern shirt has been retained in preference to the less absorbent polyester / cotton used in temperate shirts.

Detachable shoulder badges are to be worn on the new shirts.

DCI (RN) 56/84



"How does the new 'Slim-fit' grab you?"

### ☆ Lourdes Pilgrimage

SERVICE men and women of all denominations, and their families, are welcome to join the 1984 International Military Pilgrimage to Lourdes, which will take place from May 25 to 28.

The cost, inclusive of fare, will be between £100 and £150. Details are available from Service and officiating chaplains.

DCI (RN) J 73/84

### ☆ Highsea code?

A PASS in the "Rule of the Road Section" of the Ship Command examination will in future be a pre-requisite for command of a minor war vessel, says an instruction.

Commanding officers-designate will get sufficient notice of appointments to allow time for revision.

DCI (RN) 83/84

### ☆ Air warrants

THE arrangement whereby a civil air travel warrant could be surrendered to the steward on British Airways shuttle flights within the United Kingdom has been rescinded.

In future, warrants must be exchanged for tickets before departure at either British Airways offices or British Airways ticket desks at airports. Travel agents must not be used.

DCI (General) 14/84

### ☆ GCE exam timetable

THE 63rd examination for the University of Cambridge General Certificate of Education, held under special arrangements for members of HM Forces, will take place during the period May 27 to June 29.

DCI (RN) J 72/84



"We didn't have to do that!"

### ☆ BRNC task book

A TASK BOOK has been introduced to standardise the training given to all WRNS officer candidates prior to joining Britannia Royal Naval College, Dartmouth, and to assist in preparation for the Admiralty Interview Board.

DCI (RN) 58/84

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# For 819 Squadron...

# IT'S ALL IN A YEAR'S WORK...

ALREADY the proud holder of an award for rescue work at sea, 819 Naval Air Squadron has during the past 12 months saved 67 lives with its Sea King helicopters.

Primary role of the squadron, which is parented by HMS Gannet at Prestwick airport 30 miles south of Glasgow, is support of submarines in the Clyde Exercise Areas. But recently it has made headlines for its SAR activities, both over land and sea.

These missions have varied from searching for missing lidos to the evacuation of the stricken Sealink ferry Antrim Princess, involving three of the squadron's six Sea Kings. They helped lift both passengers and crew to the safety of the Northern Ireland coast last December.

## VERSATILITY

Other SAR incidents have been less spectacular, but still demonstrated the value and versatility of the helicopter in normally inaccessible areas.

In late October a pick-up truck ran off a road. When one of the two occupants crawled to an isolated farmhouse to get help, it took him 14 hours. After an extensive air search, the crashed vehicle was found, with the occupant alive although cold and in shock.

More recently terrifying blizzards have taxed the rescue services to the limit. Sea Kings of 819 flew in appalling conditions with visibility often down to 50 yards and with 100 foot cloudbase.

The helicopters found and aided many stranded motorists and climbers, and had the unpleasant task of locating the bodies of victims of the weather.

● The award gained by an

## On the button!



Not a rescue, just a spot of high-wire maintenance: The commanding officer of 819 Squadron, Lieut.-Cdr. Mike Priestley, always wanted to be a Button Boy. So when the squadron's parent base, HMS Gannet, reported halyard problems, he jumped at the chance to achieve his ambition — though old Ganges hands will, no doubt, tell us it wasn't quite the same thing!

819 crew was the Edward and Maisie Lewis Award of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, as reported in our

December issue. They were involved in rescuing the crew of the fishing vessel Poseidon on the rocks in appalling weather in November 1982.



Above — HM submarine Turbulent, one of the Navy's newest Fleet submarines, exercises in the Clyde with a Sea King of 819 Squadron from HMS Gannet

Left — Helicopter rescue is at hand for the occupant of a crashed pick-up truck found alive, but shocked, in a remote area. Giving first aid is Capt. Chris Little, CAF, and MA Gary Shore.

Picture: LA(Phot) Brian Jones.

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**WIMPEY**  
**WELCOME HOME**



A Sea King of 819 Squadron rescues a victim of the blizzards which swept Scotland this winter.



New air ticket system means . . .

# There is life on MMARS!

SERVICEMEN and their families due to travel on Service transport aircraft and chartered civil aircraft are to have the benefit of computer booking and ticket issue.

MOD have started using part of the British Airways computerised passenger reservation system for these bookings. Involved will be some 200 terminals in more

than 50 locations worldwide, including the UK, Germany, Hong Kong, Brunei, Cyprus, and North America. There are plans to include Ascension Island

and the Falklands.

For the Navy in the UK, bookings will continue to be made through the Services Booking Centre in London. But it means the centre can provide immediate bookings, if seats are available, giving greater certainty to journey planning. Passengers will receive airline-type tickets.

The system, known as Project MMARS (Movements Management and Air Reservations) is designed to handle the 300,000 routine movements by Servicemen and their families and MOD-sponsored civilians in a normal year. It is not designed to handle emergency troop movements.

MMARS is entirely separate from British Airways' own booking system and BA staff will not have access to Service information.

The new system was officially inaugurated at a ceremony at the Services Booking Centre in London in March with a message to various outstations. Among the replies was one from Berlin to the effect that it now proved there was "life on MMARS."

First Navy personnel trained as operators in the project are MAA Raymond Nickels, who is based at the London centre, and POMEM Kevin Costello, now at the Joint Services Movement Centre in Hong Kong.

## Signing on . . .



BECAUSE of their achievements during initial training, these four young men who signed up for the Armed Forces Youth Training Scheme, have become the first to be selected for transfer to careers in the Royal Navy.

Pictured on board the Devonport-based frigate, HMS Phoebe, are, from the left, Junior Seamen John Brotherton (17), Jeffrey Elvines (17), Peter Burnett (16), and Ian Brett (17). All four have completed the same basic training in HMS Raleigh as those who signed on for a full career.



Worshipful company in HMS Inskip. Left to right are CWEM(R) P. Edmonson; the Mayoress and Mayor of the Fylde; the Lady Mayor and Mayoress of Blackpool; the Mayoress and Mayor of the Wyre; the commanding officer of HMS Inskip, Lieut.-Cdr. David Hutchings; and (front), the Lady Mayor and Mayoress of Preston.

Picture: Lancashire Evening Post.



## Mayors galore

HMS Inskip, the Royal Navy outpost at Preston, may be small, but can boast more mayoral influence per person than any other establishment.

Inskip sits astride four mayoral boroughs, which works out to one mayoral dignitary to every six members of the ship's company.

On February 3, the communications station was positively dripping in gold chains of office when mayoral couples from each of the four boroughs made a combined visit to Inskip.



LWren Jackie Marley.

## Underground movement?

Off to Canada for two years is LWren Jackie Marley, who for the past 16 months has been in the underground Ops Room at Northwood plotting warship movements. Her exchange job is in the Canadian Forces Fleet School at Halifax, Nova Scotia.

Capt. Tony Wigley, Captain of HMS Osprey, is obviously delighted to renew his acquaintance with Wilf, whom he last met in HMS Ark Royal in 1976. Wilf, named after the then commanding officer of the Ark, Capt. Wilf Graham (now a rear-admiral and secretary of the RNLI), made frequent appearances on the carrier's closed-circuit TV and starred in the BBC Television series "Sailor".

Looking after Wilf is Lieut.-Cdr. Peter Cooper who introduced the dummy to the Ark Royal, and who is now serving in the meteorological office in HMS Osprey.



The Chadwick brothers together at Greenwich. From left to right are Geoffrey, Rodney, and Christopher, who has left the Navy since the photograph was taken.

## Brothers get it together — just!

The Chadwick brothers only just managed to attend a wardroom function together, despite a combined 60 years in the Royal Navy.

Not long after they were pictured at the Royal Naval College Greenwich, Lieut.-Cdr. Christopher Chadwick, a senior helicopter test pilot at Boscombe Down, left the Navy and is now a civilian test pilot.

The other two are Lieut.-Cdr. Geoffrey Chadwick, a senior lecturer at Greenwich, and Lieut. Rodney Chadwick, who is serving in HMS Liverpool.

The family has a fine tradition of service in the Armed Forces. Two other brothers have served in the Royal Artillery and the Royal Engineers, and their father, Major Gerald Chadwick of Hedge End, Hants, spent 28 years in the Royal Artillery.



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**WELCOME HOME**



# PEOPLE IN THE NEWS

Old Boys' reunion

## A muster of Masters in Collingwood

LUCKY HMS Collingwood found itself with no fewer than FOUR Masters-at-Arms on the staff recently, something of a record even for an establishment as big as the Royal Navy's weapon engineering school at Fareham.

Regrettably, this was not a permanent state of affairs. Many people serving in Collingwood will, no doubt, be distressed to learn that they are already down to just three Masters-at-Arms, and before much longer will be down to the normal complement of two.

For the record, the four (who between them have 86 years of service to the Crown) were MAA Tony Hemsley, who is in charge of security in Collingwood; MAA Kenneth Harper, who is "the" Master-at-Arms and responsible for discipline; MAA Alan Bristow, who has now moved to the Naval Provost Marshal's staff in HMS Nelson; and MAA Peter Biddlecombe, who is on course in the establishment before he leaves the Navy in the summer after 25 years in uniform.

Also for the record, the four were photographed with their female counterpart, FCWREN REG Margaret Fox, and the Regulating Staff Officer, Lieut. Philip Wise.



CCWEA Bob Geach.

### Bob gets TV award

CCWEA Bob "Cecil B de" Geach has been presented with a Herbert Lott Award for his services as CCTV manager of the aircraft carrier HMS Illustrious.

His energy and dedication in setting up the carrier's closed

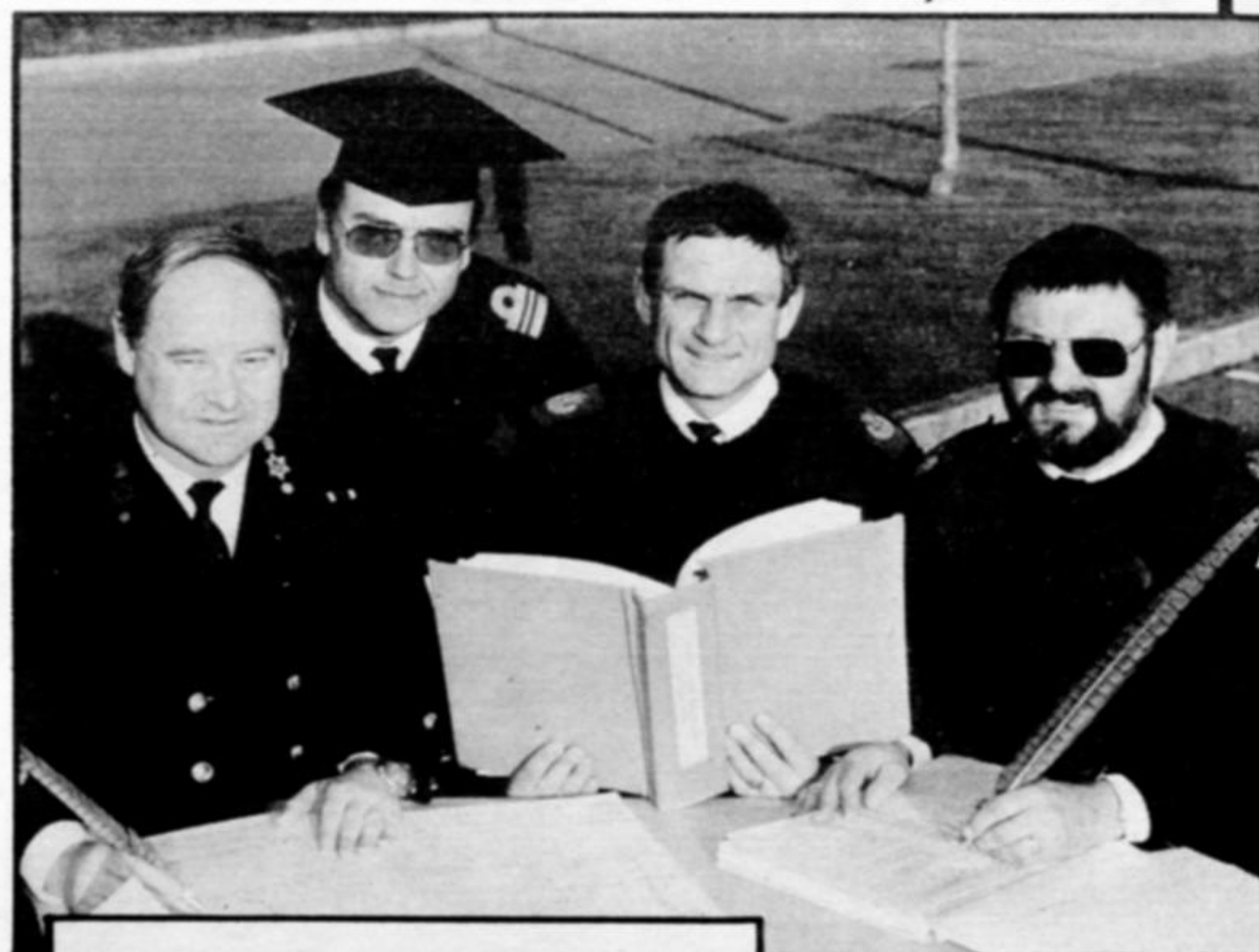
circuit TV system has made it one of the best in the Fleet. One of his main achievements was to produce a 3-hour film on the ship's first deployment.

### Fancy seeing you here . . .

The cliché about the world being a small place was particularly apt for brothers Allan and Pat Richards, who in the line of their very different duties bumped into each other 8,000 miles away from home.

Although in different Services, they found themselves a short helicopter ride apart in the Falklands, where Alan, a POWEA, was with his ship, HMS Manchester, and Pat, a lance corporal with the 53rd Field Squadron (Construction) Royal Engineers, was keeping heavy plant equipment running at Stanley Airfield.

The two were reunited on board HMS Manchester in San Carlos Water.



Allan (left) and Pat Richards in San Carlos Water.

The distinguished group of gentlemen pictured above have something in common. They are all serving at RN air station Culdrose, they all live in the area, and they are all old boys of Penzance Grammar School (now known as the Humphrey Davy Grammar School).

From left to right they are CPOWTR Alan Dunn of the Pay Office, Deputy Supply Officer Lieut.-Cdr. Iain Vosper, CPOSA Russell Baxter, and FCWTR Ossie Osborne of the Pay Office.

Picture LWren(Phot) Caroline Williams.

### Penguin painter



Picture: PO(Phot) Radar Thompson.



Surgeon Capt. Frank Davies.

### An undefeated half century

Surgeon Capt. Frank Davies has retired for the second time after an association with the Royal Navy spanning 50 years. Now 75, he has been Civilian Medical Officer in HMS Dryad for the past ten years, an appointment he has held since his first retirement in 1964.

Surgeon Capt. Davies began his naval career in 1933 on the China Station. Medical staff in Dryad marked his last day with them by presenting him with some crystal.

## Hello, cousin

It's really quite simple, relatively speaking! SEA(EW) Ian Nurdning shows cousin Wren(R) Cathy Nurdning equipment used during his training in HMS Dryad. Cathy, a Royal Navy athlete, has served as a radar operator in Dryad for three years, while Ian is off to sea in HMS Minerva.

Cathy's brother Paul is a caterer, on loan from Dryad to Bristol Careers Office. They also have a cousin, MEm Roger Nightingale, serving in HMS Alacrity.

POWEM(O) Chris "Brum" Walsh lived up HMS Battleaxe's "Dits Book" during their pre-Christmas deployment to the Falklands with a cartoon character called "Jack the Penguin", little fellow dreamed up in collaboration with WEM Jason Davey.

Chris, now with Portsmouth FMG, worked as a draughtsman before joining the Navy. His pencil drawing of the Battleaxe (pictured behind him) was signed by Sir Rex Hunt.

Chris also drew penguins on a number of penguin egg shells.

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## NEWSVIEW

### New shore pattern and family life

OUR front page story about future development of Devonport naval base illustrates the growing importance of Guzz as a refitting and base port.

Last month we reported on plans to move refits of a frigate and submarine from Devonport to commercial yards, while past weeks have seen speculation over the possibility of new arrangements for the Royal dockyards, involving private contractors.

There is, it is said, a flexibility about the long-term Devonport development plan now outlined, but certainly proposals to the tune of some £100 million over the next decade for new facilities, jetties and services look substantial.

To those with an eye for geography, it will long since have occurred how UK naval shore concentration is switching from an east-west axis to one of north-south. Whereas the major concentration was once largely across the south — Chatham - Portsmouth - Plymouth (with some strength in Scotland) — a vertical running north from Plymouth-Portsmouth to Scotland, where there is increased emphasis, now provides the pattern.

Around such patterns the lives of naval families revolve and into them have to be fitted matters like separation, house purchase and quarters availability.

#### What percentage?

A contentious issue for many years has been the separation allowance 200-mile qualifying distance, which is of special interest to Portsmouth-Plymouth commuters. Recently there has been re-examination in MOD of the rules.

Last year, it will be recalled, the Armed Forces Pay Review Body reaffirmed their view that the current regulations were unsatisfactory, particularly mentioning the "distance" rules.

Awaited with interest this year will be any observations on matters such as separation allowance; on the married unaccompanied food charge; and on assisted house purchase and "mobility" schemes. Interesting, too, of course, will be the pay award itself.

Last year the Forces figure came out at an overall seven per cent, encompassing a range of increases. Whether anything like that is to be had this year is another matter. No doubt many would settle for it in present circumstances but, if asked to guess realistically, would put the figure somewhat lower.

# CROSSLINK

## ... the 'jewel in Haslar's crown'

THE 230-year-old Royal Naval Hospital Haslar has been brought right up to date with the coming into full operation of its new Crosslink Building. For many thousands of Service and civilian patients treated by the hospital each year the building brings both a new-look and latest facilities.

Situated between the three wings of the original hospital, Crosslink will provide Haslar with five clinics, five operating theatres, a large complex for outpatients and a patient services centre.

Construction, which started in June 1980, was completed exactly on schedule last September, and on March 19 it was formally opened by the First Sea Lord (Admiral Sir John Fieldhouse).

The Crosslink project marks the first major structural alteration to the configuration of the old buildings since the hospital took its first patients at Gosport in 1753. It also means that, as originally intended, the quadrangular design is now complete.

#### Five theatres

Clinics in the new Crosslink Building will deal with radiography; accidents and emergency fractures; ear, nose and throat; and dentistry.

The five new operating theatres will replace the existing three, while the new patient services centre provides modern facilities — including computers — for maintaining patients' records. Now that the building is fully operational, the 300-bed hospital will be able to undertake more fully its principal task — medical and dental care in peace and war so that Service personnel can return to duty as soon as possible.

The hospital covers a Service population of some 29,000 Portsmouth-based personnel and their dependents, and is the Navy's main teaching hospital. It is a reference hospital for Service patients needing specialised care from the whole of the United Kingdom, and reception hospital for casualties from abroad.

Haslar is also a designated hospital for reception of civilian casualties from the surrounding area, both by day and night, and fulfils the role of a district general hospital for the Gosport peninsula.

During the next year it expects to deal with some 13,000 in-patients and 82,000 outpatients, about half of them Servicemen and their dependents, and about half civilians.

The new Crosslink Building forms a significant part of the Haslar redevelopment programme, which was initiated in 1969.

In a series of contracts the hospital has now gained a new boiler house and steam main system (1979); new junior rates' accommodation block (1979); new galley block, senior rates' accommodation and junior rates' club (1980); refuse disposal plant (1981); and modernised and medical equipment stores.

Recently the hospital opened its new main gates and now it has what it regards as the "jewel in the crown" of the redevelopment plan — Crosslink. The new building covers 7,500 square metres, cost about £10 million, and

contains about £2½ million of equipment. It is staffed by 18 male and eight female officers; 96 male and 31 female ratings; and 23 civilians.

There is a total Service and civilian staff of over 700 at the hospital, which has a wartime role, under national and NATO plans, of reception of casualties. Haslar has accepted Service patients from every major naval battle and war from Trafalgar to the Falklands.

It was during war that the need for naval hospitals was first recognised. Although several attempts were made to introduce them during the Dutch wars, it was not until 1744 that King George II issued an Order in Council approving the building of naval hospitals at Portsmouth, Plymouth and Chatham. The one at Portsmouth was to be for 1,500 men and the cost not to exceed £38,000.

#### Portchester Castle

Initial plan was to convert Portchester Castle into a hospital. Fortunately negotiations over its purchase fell through and a piece of farmland near Fort Blockhouse, now HMS Dolphin, known as Haselhorde Point, was bought.

The situation over wounded and sick patients in the area at that time was desperate, with patients housed in builders' huts, so in 1753, even before the hospital was finished, 100 seriously ill men were admitted.

Eventually the cost was £100,000, which probably explains why the fourth wall of the quadrangle was not completed.

First physician to the hospital, Dr. James Lind, now called the "father of nautical medicine" because of his classical work on scurvy while serving in HMS Salisbury, was able to write to a friend in 1758, "Haslar Hospital is an immense pile of buildings and when complete it will certainly be the biggest hospital in Europe."

#### Disastrous days

But some of the early days of the hospital appear to have been disastrous, with medical attention non-existent, drunkenness rife and the nurses corrupt, stealing patients' money and property. One nurse appeared before the Hospital Council "for going to bed to four or five patients and infecting one of them with the foul disease."

Most of the patients were pressed men and dedicated not to the Fleet in which they served but to escaping. Every possible means of escape was tried and so popular were the sewers, which are six feet tall in places, that a Marine sentry had to be permanently stationed at their exit into Haslar Creek.

However, happily Haslar survived these and many other turbulent periods to render great service in peace and war.



This picture shows clearly how the Crosslink Building fits snugly between the three wings of the original 18th Century Haslar hospital building.



# Falklands Peace Patrol

## Old barge goes with a bang

IN A combined operation with Royal Navy experts, the Hull-based motor tug Irishman has helped rid Port Stanley of an old fuel barge which had become a liability and an eyesore.

But the barge, nicknamed "Rockhopper" after the local species of penguin, was a reluctant victim. The Irishman had little difficulty in towing the 180ft. vessel 45 miles out to sea where Navy divers detonated explosives placed in the barge's chambers.

Showing an impressive fighting spirit, Rockhopper — although lower in the water — just would not go down. It took big washes created by several fast runs by the Irishman to finally despatch the craft.

## Leith link uncovered

WHILE stretching his legs at the abandoned Leith Whaling Station of South Georgia, WEM(OL)1 Donald MacIver of HMS Yarmouth discovered by amazing coincidence a link with his father.

In one of the derelict buildings he found a roster bearing his father's name, Murdoch MacIver. Mr MacIver, from the Isle of Lewis, had worked there for many years before the station closed in the early Sixties.

HMS Yarmouth returned from five months' Falklands duty in March.

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South from The Rock ...  
HM ships Nottingham,  
Liverpool and Alacrity leave  
for Falklands patrol.

Picture: LA(Phot) Chris North

# New trophy scooped by Nottingham

HMS NOTTINGHAM became the first winners of the Gibraltar Olympiad Trophy while visiting The Rock on her way to the South Atlantic.

The trophy, donated by Kelloggs, involved inter-ship soccer, hockey and squash matches as well as a tug-of-war and Top of the Rock Race.

In company with Nottingham were HM ships Liverpool and Alacrity. All three arrived on station off the Falklands in February.

## Champagne

During passage from Portland to Gibraltar the Alacrity's Lynx helicopter was toasted in champagne after achieving its 1,000th flying hour.

On the last leg of the journey, south of Ascension Island, there were frequent stops for hands to bathe in sea temperatures of up to 70 degrees F. There was a "horse-racing" evening, a crossing the line ceremony a flight-deck barbecue, an open-air film night and a Sunday afternoon garden fete.

All were successful and the ship raised £200 towards her adopted charity — Greenacres Special School, Winchester.



CK Harry Harrison of HMS Nottingham is quite incorrigible when it comes to chatting up the birds. This particular native of the Falklands seems to be responding in kind.

Picture: Sub-Lieut. N. D. Bond

## Welcome at the double

HM SHIPS Fife and Manchester returned to Portsmouth on March 18, five months after leaving for the Falklands peace patrol.

Among the Fife's officers was Sub-Lieut. Keith Muir who for the first time saw his twin daughters Victoria and Rebecca. They had been born eight days after he left.

Hundreds of relatives and friends gathered on the quayside to greet the men of both ships.

The patrol submarine HMS Oberon returned to Portsmouth in late February after undertaking one of the longest deployments by a vessel of her class in recent years.

She had been on Falklands Deployment since September,

outlasting her sister-ship HMS Orpheus by a mere five days. Both submarines were given a rousing welcome home from their Flag Officer (Rear-Admiral Sir John Woodward) and families.

No sooner had the Oberon's commanding officer arrived back than he was despatched on another form of transport — a Mk.8 torpedo which took him just round the corner. The torpedo was a special farewell gesture from the crew to Lieut.-Cdr. Peter Clarke, who was leaving the submarine.

## PROTECTOR PLAYS DAD

THERE was a splashing time in store for some of the Falklands children who were guests of the Royal Navy on board the new patrol craft HMS Protector.

The Protector, first of three ships which will form the Falklands Patrol Vessel Squadron, took 15 children for a two-hour trip in the approaches to Port Stanley.

## GUARDIAN AND SENTINEL

They were given the run of the vessel, manned the guns and were taken on high-speed trips by Royal Marines in sea boats (pictured below). The squadron will be completed by the arrival of HM ships Guardian and Sentinel.

Squadron commanding officer will be Lieut.-Cdr. David Irvine (HMS Protector) who served for two years in HMS Endurance in the early Seventies and again in February last year.



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# ICE-ISLAND



Home is where the heart is ... With HMS Endurance (circled) standing out in the bay, members of the expedition take a close look at the site of their new base camp at Metchnikoff Point, on the northern coast of Brabant Island. Around them, penguins move in for a closer look.

## Left out in cold (but asked for)

MEMBERS of the first summer party of the Joint Service Island were preparing to leave their isolated mountain world. News was going to press.

They were being relieved by a slightly larger winter party, who face the prospect of an increasingly hostile environment as the Antarctic winter closes around them. HMS Endurance, the expedition's lifeline to the outside world, is due to return in December to embark the winter party

and leave behind a second summer team. Expedition leader Cdr. Chris Furse and his first summer party established themselves on the island at the beginning of January — although not everything went according to plan. Humann Point, proposed site of the expedition base camp, was found to be unsuitable when it



## AT THE SOUTH POST!

THERE'S no problem with queues at this Post Office, as Sir Rex Hunt found when he called at the Brabant Island branch, run from a tent by the leader of the Joint Services Expedition, Cdr. Chris Furse (left). Sir Rex, High Commissioner for the British Antarctic Territories, visited the expedition HQ to officially open the post

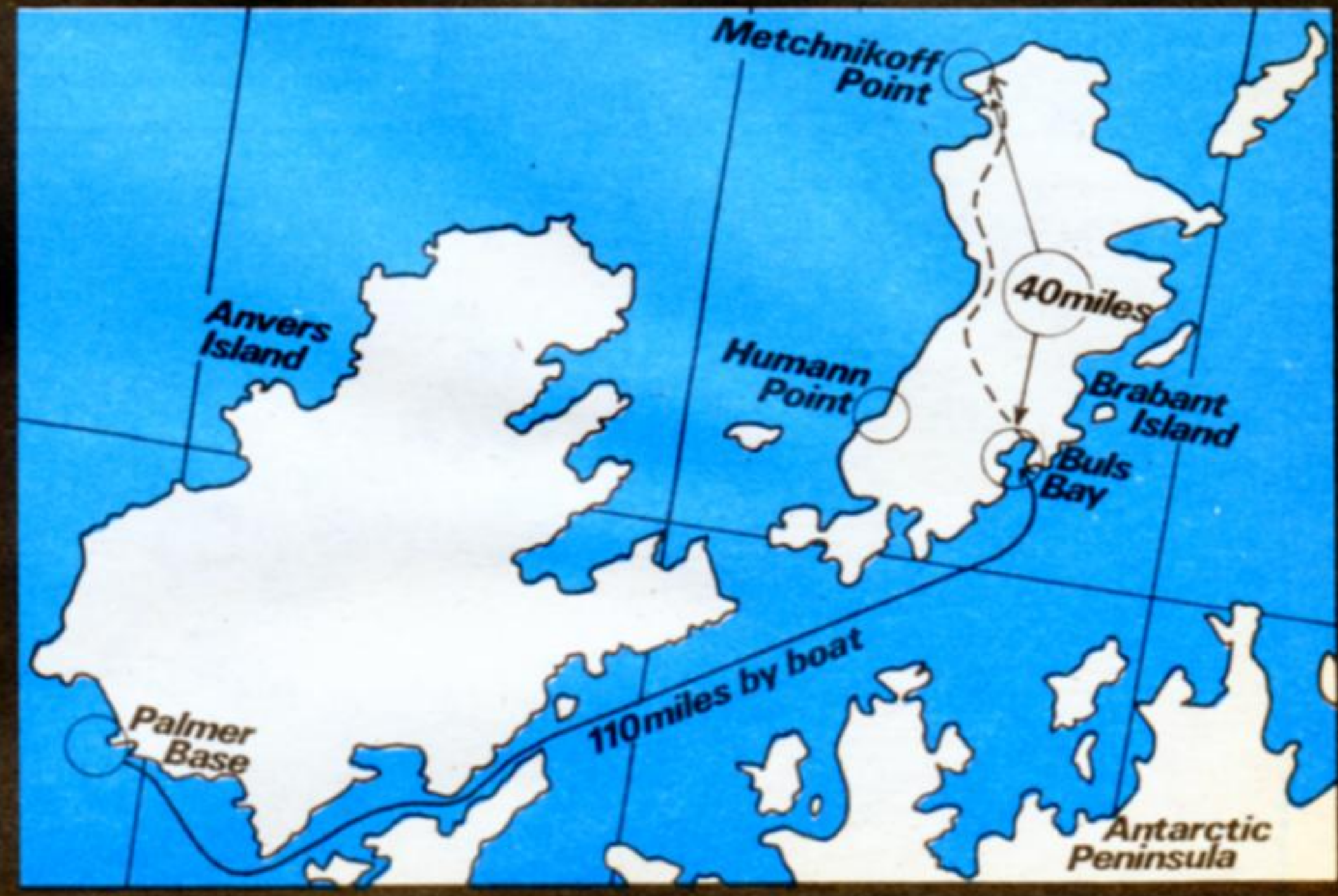
office and pick up his first-day cover. With Sir Rex is the commanding officer of HMS Endurance, Capt. C. L. MacGregor. The Endurance took 4,000 of the printed covers to Brabant Island and they will be available from The Director, Cotswold Covers Ltd., Liege House, Marshfield, Chippenham, Wilts., SN14 8LZ.



Picture: LA(Phot) Tim Hall during training in the Cairngorms.

Members of the winter party of the Joint Services expedition to Brabant Island, who were settling in at the end of last month to face all that an Antarctic winter could throw at them, pose for a "team" picture. Back row (left to right) are Cpl John Beattie RAF, LCpl John Spottiswood RE, Sgt John Kimbrey RM, Capt Nick Evans, Yorkshire Regiment; front, Sgt Peter Stutterd RE, Surgn Lieut Howard

Oakley RN, LCpl Jim Lumsden, 1 Queen's Lancashire Regiment, M. Francoise de Gerlache, and Mr. Mike Ringe, a geology student from Nottingham University who will be doing some of the most important scientific work and who will be spending a whole year on the island. Below, the exploration area showing journeys undertaken by boat and overland.





# CASTAWAYS

in the  
they  
it!)

s expedition to Brabant  
of ice and snow as Navy

was inspected on January 7 from  
the Endurance's Wasp helicopter.  
Most of the stores had been  
landed the previous day at Palmer  
Base, an American scientific  
survey station on neighbouring  
Anvers Island.

An aerial recon resulted in  
Metchnikoff Point — on the nor-  
thern tip of Brabant — being  
selected as the new base camp  
site, and Cdr. Furse, Corporals  
Jeff Hill and Mac McLeod of the  
Royal Marines, and JTech Ted  
Atkins of the RAF were landed  
there on the evening of January 8.

## New tactics

The rest of the party — Flight  
Lieut. Bill Hankinson RAF,  
Lieut. Simon Trathen RM, Dr.  
Jonathan Morris, Cpl Dick  
Worrall RM, LCpl Kevin de Silva  
RE, and LA(Phot) Jed Corbett  
— were transported by the En-  
durance back to Palmer Base,  
where the ice patrol ship said  
farewell and returned to her own  
duties.

It had been planned that Bill  
Hankinson's party would ferry  
stores across Anvers Island by  
skidoo and sledge, and then by  
boat to Humann Point. The  
decision to set up base camp  
much farther to the north dictated  
new tactics, resulting in the  
Hankinson party making a  
110-mile sea voyage in two Avon  
inflatables from Palmer, through  
the pack ice of Gerlache Strait to  
Buls Bay on the south-east corner  
of Brabant.

They arrived safely on January  
18, then trekked 40 miles across

HMS Endurance flies off a Wasp helicopter to get  
a closer look at possible base camp sites around  
Buls Bay, Brabant Island. Members of the first  
summer party later landed here after a 110-mile  
voyage through ice-strewn waters in five-metre  
Avon inflatable boats.

Picture: Dr. Jonathan Morris.



the island to join the rest of the  
team at Metchnikoff Point.

First reports say the west coast  
offers easier travel than expected,  
and that the east coast, though  
barren, offers good possibilities  
for seal studies. Life science  
studies are likely to be concen-  
trated at the north end of the  
island.

A penguin rookery and exten-  
sive plant life have been found in  
the Metchnikoff Point area, and a  
subsidiary supply dump has been  
set up at Claude Point on the west  
coast.

Ted Atkins took advantage of  
beautiful weather to lead the first  
ascent of Mount Hunter  
(5,000ft.), reporting that move-  
ment was safer than anticipated  
with many areas free of crevasses.

On February 16 the expedition  
reported that Trathen, de Silva,  
and Atkins had returned to base  
camp after two weeks exploring  
the east coast, while Worrall,  
McLeod, Hill and Morris were  
returning from the west coast  
around Claude Point.

By this time the weather had  
reverted to normal for the area —

rain, sleet and snow in abun-  
dant. Six feet of snow had fallen  
in six days on the east coast,  
making progress much slower.

High winds had also caused  
problems, blowing out three  
dome tents and causing real con-  
cern for the winter phase of the  
expedition. Tent poles had  
snapped in winds gusting to 70  
knots, and there was an urgent  
need for six good two-man tents  
for the winter party, then  
traveling south in RFA Fort  
Austin.

Suggested alternatives were to

try digging the tents into snow  
and building igloos over them, or  
to try doubling up on tent poles.

The expedition also reports that  
it has been involved with more  
than 60 seals in games of Tig,  
King of the Castle and Chase the  
Explorer!

All but three of the first  
summer party were due to leave  
the island at the end of March.  
Those staying on over the winter  
were expedition leader Chris  
Furse, a veteran of two previous  
trips to Antarctic islands, naval  
photographer Jed Corbett and  
Ted Atkins.

## Plank plonk floors Bill . . .

BILL Hankinson, deputy  
leader of the first summer  
party, proved just what a  
tough nut he is before the  
party ever got to Brabant  
Island. He was working in a  
hold in HMS Endurance  
when a quarter of a ton of  
wood fell on him.

The incident happened at  
Valpariso, Chile, on December  
23 as the party were working on  
their stores.

The penultimate load — large  
plywood sheets which had  
crated the skidoos — slipped  
out of the rope noose 50ft.  
above the hold in which some of  
the team were working.

From the jetty, Cdr. Chris  
Furse and Dr. Jonathan Morris  
saw a quarter of a ton of wood  
crash into the hold. They found  
Bill, a flight lieutenant in the  
Royal Air Force, "conscious  
and articulate, but very shaken  
with a lot of blood about."  
There were fears that his skull  
was fractured.

Happily, the fears were un-  
founded, and Bill required little  
more than a few stitches and  
some sympathy. The others in  
the hold escaped unscathed.

## Link with pioneer

ONE member of the Brabant  
Island Expedition, Belgian  
Francois de Gerlache, links the  
party with the first landing there  
86 years ago.

Francois' grandfather, Adrien  
de Gerlache, led the 1898 ex-  
pedition, including Norwegian ex-  
plorer Roald Amundsen who 14  
years later beat Capt. Scott to  
the South Pole.

Gerlache gives his name to the  
strait which separates the island  
from Antarctica.



Cdr. Chris Furse (left) at Palmer Base, Anvers Island, during the landing of expedition supplies by  
HMS Endurance's Wasp helicopters.

Picture: LA(Phot) Jed Corbett.



Making radio contact from HMS Endurance with expedition members already on Brabant Island are  
(left to right) Flight-Lieut. Bill Hankinson, LCpl Kevin de Silva and Cpl Dick Worrall.

Picture: Dr. Jonathan Morris.



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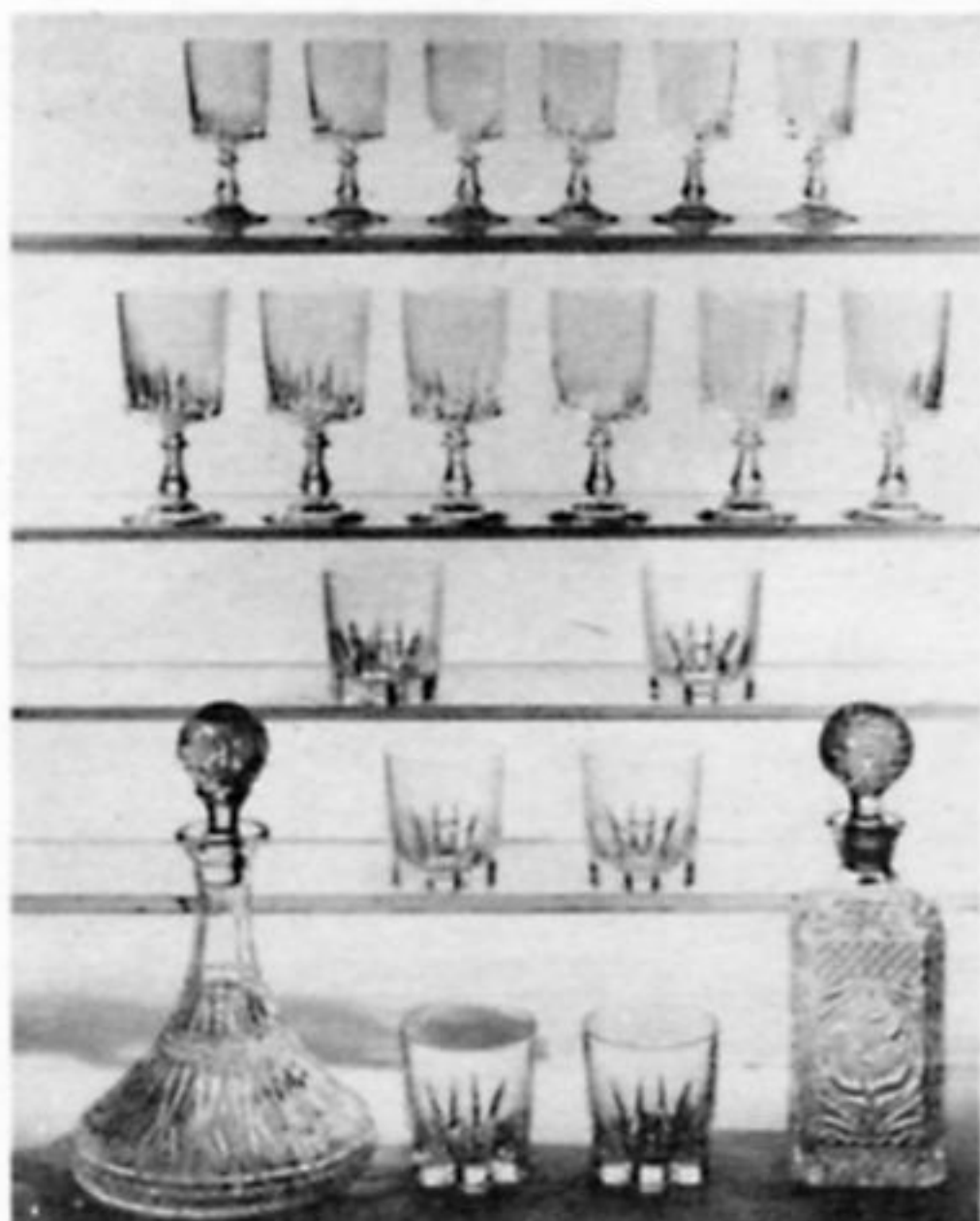
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# Full ahead for Uckers jamboree

AS THE countdown to the Royal Naval Association national Uckers championship begins, great interest was being shown by both serving personnel and former members of the Royal Navy.

What has surprised the organisers, who had planned a modest launch of this championship, is the response it has evoked. It is being well supported by teams from HM ships and RNA branches.

The contest will be fought over the weekend April 27-29 at the Royal Sailors' Home Club, Portsmouth. Commodore of HMS Nelson, Commodore David Watts, will open the championship, the first round beginning at 1900.

Play will begin at 1000 on Saturday and continue throughout the day. On Sunday at 1030 both semi-finals will begin, and the final will take place at 1500.

To those reared on video games, Uckers is a naval game played with a dice board and counters. Between the two World Wars the game was so popular that players represented

ships and squadrons in fiercely competitive matches.

In 1954, the Navy staged a highly colourful version of "Grand Uckers" at Wembley. On that occasion the board measured 3,600 square feet and weighed over a ton. The dice, which was shaken in a 5ft. high bin, weighed 16½lb. — and it took two men to shake it!

Sailors in colourful rigs acted as counters or "Uckers", and they were kept in order on their way around the giant board by boatswain's mates dressed in the rig of Nelson's day, wielding rope ends.

Umpire on that gala occasion, named Lili Marlene, was mounted on a full-sized working model elephant, whose motive power was provided by four engineer mechanics directed by

engine room telegraph bells.

While no similar extravaganza is planned for this year's Portsmouth contest, the search is on for the star of the Wembley show — the model elephant.

Perhaps it is living on memories in some dusty naval store, or like an old ship's hull awaiting the breaker's yard.

Whatever its condition, Mr. Derek Green, one of the organisers of this year's contest, is keen to find out what happened to the elephant. He would also like to hear from anyone who took part in the Wembley gala. He can be contacted at Sonning Golf Club, Duffield Road, Sonning-on-Thames, nr. Reading (tel. Reading 693332).

Inquiries about this year's contest should also be directed to him.

'You may play in the RNA Uckers championship, so long as someone throws the dice for you!'



## Last word in the 'shipmate' debate

BEFORE we bring an end to the great 'Shipmate' debate, here are a few final excerpts from letters.

● "How heartily I agree with Mrs. Rena Blight (January issue) about the irritating term 'Shipmate' we apply to ourselves in the RNA. I can never recall any instance of being anybody's shipmate, nor of so styling anyone else. In my branch of the RNA, there is an even worse expression used in respect of ex-Wrens. 'Shipmaid!' writes Arthur Robinson, Burton-under-Needwood, Staffs.

### COMRADES

● Writing on behalf of the Dagenham branch, Leonard Alabaster, branch publicity officer, says: "I think I am right in stating that the term 'Shipmate' was used as far back as 1936 when the old Royal Naval Comrades Association was in being. . . if Mrs. Rena Blight of Cumbria did not join in the spirit of Royal Naval comradeship it is better for the organisation that she is no longer a member."

● Last words on the subject come from Mrs. Blight herself (in two letters): "I do seem to have brewed a storm in a teacup, albeit unintentionally, in expressing my strongly held views on this subject. I fully accept that I may be in the minority, so be it, but the freedom to express my convictions is what democracy is all about, is it not? . . . Incidentally, the views I expressed are entirely my own, with no reflection whatsoever on the local branch."

### CONCEDE DEFEAT

Then came Mrs. Blight's second letter, which said: "Peace — Shipmates — I concede defeat. However, it was not all eloquence, poetic and otherwise, of your many correspondents that caused me to change my mind."

"My attitude altered when I read the sad obituary notice of the tragic death of a young apprentice while serving in the Falklands in February. As I read it, I thought that, but for the grace of God, could have been one of my sons, and I saw with blinding clarity just how petty and childish I had been over a 'smalley' thing like a name."

"It made me feel very small and humble. So sorry, Shipmates, I was wrong."



When Halifax branch of the RNA elected their first ex-Wren, Mrs. Irene O'Connor (nee Midge Berry, to serve on the committee, the ladies of Bradford W.N.S Association marked the occasion by presenting her with a copy of the Second World War WRNS recruiting poster. Making the presentation to Mrs. O'Connor (left) is Mrs. Mavis Northrop (centre), and with her are ex-Wrens Mrs. D. Proud, Mrs. A. Gomersall, Mrs. M. Wright, and Shipmates B. Brittain, H. J. O'Connor (chairman) and H. Davies (Vice-chairman).

Picture: Halifax Courier.

## Long Beach hoists flag on the old Queen Mary

IN A setting as glossy as a tourist poster the Long Beach, California, branch commissioned on March 3. Venue was the former Cunard ocean liner Queen Mary, on board which the Flag was hoisted by Cdr. C. Wykeham-Martin, who is on an exchange assignment with the US Navy in San Diego.

At the reception which followed, the commissioning cake was cut by Mrs. Wykeham-Martin, assisted by the oldest founder member of the branch, 66-year-old Shipmate William Rogers.

For Shipmate Rogers the setting was most appropriate. As a DEMS rating (gunner), he served aboard RMS Queen Mary during the Second World War, and now works aboard her as a petty officer, one of her uniformed hotel staff.

For shipmates planning to follow the sun and take the scenic coast route from San Francisco to San Diego, Long Beach branch offers a welcome port of call.

### US NAVY

Though still in its infancy, it already boasts 39 members and has 55 applications in the pipeline. The new branch has aroused great interest among personnel of the US Navy, the Marine Corps and the Coast

Guard, many of whom have applied for associate membership.

While the branch plans to hold major functions in the Hotel Queen Mary, monthly meetings are held in the Light-house Club of the US Coast Guard Base, Terminal Island, San Pedro, Long Beach, on the

### BRANCH NEWS

fourth Tuesday of the month.

Shipmates of Port Elizabeth felt let down on their 21st anniversary because no one remembered the occasion, despite some advance warnings. Nevertheless, 50 members attended a celebratory dinner in the Moth Club on November 26, and during the evening honour was bestowed on Shipmate Doreen Munsey, the secretary, who was made a life member.

Doreen has been a diligent member of the branch for 21 years. The branch now looks forward to celebrating its silver jubilee, when "congratulations" will certainly be in order.

### RECRUITING

Congratulations were in order at the annual meeting of Yeovil branch when the president, Rear-Admiral Ray Rawbone, praised shipmates for recruiting almost 120 members in three years. The 70 members present voted £50 to the Sea Cadet unit TS Mantle; £50 to Radio Camelot; and £50 to help sufferers of rheumatoid arthritis. Shipmate Dave Groves was elected Area delegate and Shipmate Jack Heath replaced Shipmate Cyril Topliss, who stood down, as branch vice-chairman.

The Blackpool and Fylde branch continues to expand, having recruited 30 new members in the past few months. The annual meeting was attended by 43 members.

Shipmates or branches thinking of visiting Blackpool should contact the secretary, Shipmate Jack Williams (395, Lytham Road, Blackpool) for details of meetings and events.

On February 19, the branch organised their first annual memorial service for all who had died during naval service,

particularly those of HMS Penelope (18 February, 1944), Blackpool's adopted ship. Several hundred people, including the Mayor and Mayoress, representatives of the Sea Cadet unit, TS Penelope, and ex-Service organisations, joined the excellent turnout of members. The service was conducted by the branch chaplain, Rev. Richard Impey.

### TRADITION

In keeping with tradition, Cardiff branch entertained the ship's company of HMS Cardiff when the ship paid a visit to its adopted city. There was a dance at the New Ocean Club attended by 400, and shipmates also welcomed some of the senior rates in the local Conservative Club. Shipmates were invited on board HMS Cardiff by the Senior Rates' Mess.

Over 100 shipmates representing branches in Nos 3 and 9 Areas attended the commissioning of Old Clee branch in the Grimsby district. The ceremony was performed by Shipmate G. Homes, national council member No. 9 Area. The branch was welcomed to the Area by the president, Shipmate E. Smith and the chairman, Shipmate J. Bell. During a reception which followed several gifts were presented to the branch, including the gavel of the late Shipmate Bob Broomhead, which was presented by his widow.

### OBITUARY

- Shipmate John Bell Logan, Wear, Dec. 26, aged 87.
- Shipmate Stan Smith, Nottingham, Dec. 30, aged 68.
- Shipmate John Leonard Cooke, Bridlington, standard bearer, Jan. 14, aged 67.
- Shipmate T. Machell, Wallasey, Jan. 1, aged 63.
- Shipmate A. Oldham, Wallasey, Jan. 17, aged 53.
- Shipmate Alec E. Oldridge, vice-president, Stoke-on-Trent, Jan. 30, aged 79.
- Shipmate Ernest C. Harrison, former chairman Wear, and former vice-president No. 11 Area, Feb. 6, aged 64.
- Shipmate Ernest Kleiser, Guildford, Feb. 9, aged 74.
- Shipmate David Campbell, vice-president Belfast, Jan. 14, aged 77.
- Shipmate John B. Middleton, treasurer and former chairman Weymouth, aged 50.
- Shipmate Hollis Smailman, Deeside, Feb. 18, aged 64.
- Shipmate Dennis Biddle, St Helens, Jan. 30, aged 59.
- Shipmate Kenneth D. Blake, Basingstoke, Dec. 30, aged 62.
- Shipmate Charles Bushnell, Basingstoke, Feb. 16, aged 84.
- Shipmate Joe Heslop, founder member Brentwood, Feb. 17, aged 90.

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# AT YOUR LEISURE

## Postal mark for Swordfish anniversary

FIFTIETH anniversary of the first flight of a Swordfish biplane will be marked on April 17 by the issue of a commemorative postal cover signed by Vice-Admiral Sir Richard Janvrin who took part in the raid on Taranto.

Copies of the cover, produced by the Royal Naval Philatelic Office, will be flown in a Fairey Swordfish piloted by

the commanding officer of the Historic Flight at Fleet Air Arm Museum, RN air station Yeovilton.

The issue is one of eight planned for this year by the RNPO. On February 12, the Office produced a cover to mark the 40th anniversary of the sinking of the Japanese submarine I-27 in the Indian Ocean, and on March 13 a cover was issued to celebrate the centenary

of the Battle of Tamaai (Sudan) in which naval brigades were involved.

So far 80 different covers have been produced by the RNPO and more than 250,000 copies have been sold throughout the world. Many, such as those signed by Admiral of the Fleet Earl Mountbatten of Burma, have become very valuable collectors' items.

Most popular cover was that issued to mark the fourth HMS Ark Royal's final disembarkation of aircraft. Total takings reached £14,000.

Details about the covers can be obtained from Cdr. P. F. Cole DSC, RN (retd.), RN Philatelic Officer, Fleet Air Arm Museum, RN air station, Yeovilton, Somerset.

### FILMS FOR THE FLEET

## Farcical conquest

BEING caught in the German invasion of Poland was probably no more comic than suffering any of the other major disasters to have struck humanity. Unless, of course, Mel Brooks is involved in the story.

In "To Be Or Not To Be", his latest film to show the world tripping on a banana skin, Mr. Brooks seems to parallel the experiences of an unlikely impressario in an earlier movie of his, "The Producers."

In that story the old stager hits on the idea of making money by producing a musical based on Hitler's rise and fall. Like that producer (played by Zero Mostel), Mr. Brooks plays up the farcical qualities of Nazism; and like him turns out a remarkable comedy, taste notwithstanding.

Anne Bancroft and Charles Durning co-star with Mr. Brooks in this riotous tale of a

Polish theatrical group and their plan to escape the conquerors

Based on a 1940s film of the same title, "To Be Or Not To Be" is directed by Alan Johnson and released to the Fleet by the Royal Naval Film Corporation. Full list of RNFC titles released in March is:

"Under Fire" (15) — Nick Nolte, Gene Hackman, Joanna Cassidy. Three war correspondents face danger and moral dilemmas while covering the 1979 Sandinista rebellion in Nicaragua. Rank. J80.

"Nightmares" (15) — Christina Raines, Veronica Cartwright. An omnibus edition of horror stories — four for the price of one. UIP. J81.

"To Be Or Not To Be" (PG) — Fox. J82.

### Sounds of Chatham

TWIN-CASSETTE packs recording the Royal Navy's withdrawal from Chatham have so far sold 1,000 copies. Produced by BBC Radio Kent, the cassettes have been on sale since Christmas at £4.50 with all profits going to King George's Fund for Sailors.

Price includes postage and packing and the packs are available from BBC Radio Kent, 30 High Street, Chatham. Cheques should be made payable to BBC Radio Kent.



Picture: Western Morning News, Plymouth.

## IMAGE OF MY PHOTO!

ONE OF the most memorable images of the Falklands war, the now-famous photograph of a Royal Marine yomping to Stanley with the Union Flag flying from his radio aerial, inspired an oil painting which now hangs in the Sergeants' Mess in RM Barracks, Stonehouse, Plymouth.

The photograph was taken by PO(Phot) Pete Holdgate, and Navy News was one of the first of hundreds of newspapers and magazines to publish it.

Our picture shows Pete Holdgate (left) of the Commando Forces News Team looking on while artist Mr. David Whittle (centre), himself a former Royal Marine, presents a print of his painting to Cpl. Peter Robinson (40 Cdo), the man who flew the flag on the way to Stanley.

Prints of the painting are available. (See page 10).

### VIDEO CHOICE

IT'S NO JOKE being a superstar. If you keep on making films that conform to your established image, the critics accuse you of not being adventurous. If you do a film that tries to break the mould, the public tend to stay away in droves.

Clint Eastwood found himself in this dilemma when he released "Honky Tonk Man" last year — an entertaining piece in

which he plays a tubercular country and western singer travelling round America in the 1930s. He not only fails to kill any other member of the cast, but he doesn't even slug anyone either.

It was a box-office disaster, and he hastily turned out another "Dirty Harry" film ("Sudden Impact," released by the RNFC on 16mm last month) in which he

shoots about 12 people in the first reel alone.

Now released on video, "Honky Tonk Man" should prove that a non-violent Eastwood is still worth anybody's time.

Another superstar, Michael Caine, has two contrasting releases out this month which between them supply the violence

quotient. "The Hand," which was never shown in the UK theatrically, is a variation on the classic horror yarn "The Beast with Five Fingers," about a severed mitt which creeps and crawls in search of victims. "Deathtrap," co-starring Christopher Reeve, is a whodunnit with more twists in its corkscrew plot than even Agatha Christie would have dreamed up.

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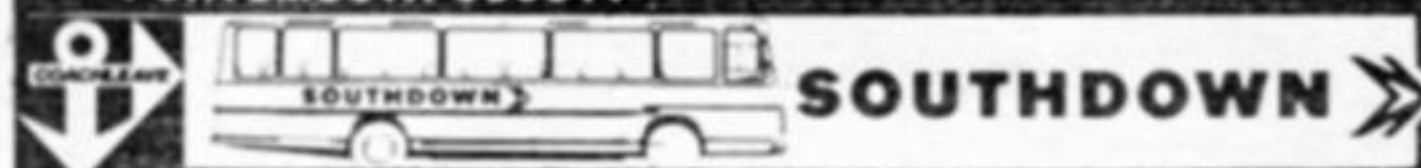
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# When quality may not be enough

**Heard this one?**

A TRUE STORY. The commander at his defaulters' table asked a rating who was charged with being absent without leave why he was late returning to the ship.

The man replied, "Well, sir, I was with this young lady and when I woke up and looked out of the window at the clock it was only 5.15. So I went back to sleep. When I woke up again it was still showing 5.15 so I jumped up but still got back too late."

"Had the clock stopped?" asked the commander.

"To be honest, sir," replied the sailor, "it was a petrol pump."

— Admiral Sir John Fieldhouse  
First Sea Lord

BEING driven in my ship's Land-Rover across London, our engine stalled right in the centre of Oxford Circus. My uniformed leading seaman driver jumped out and was cranking the starting handle round and round without success (it was an old car and long ago) when a bus driver — blocked by our vehicle — leaned out of his cab and called out, "What's the matter, Jack, can't you get the anchor up?"

— Rear-Admiral David Haslam  
Hydrographer of the Navy



## On wings and prayers

THESE Seafires crowded on the flight deck of a carrier at Malta are among pictures of Fleet Air Arm planes in the generously-illustrated "Naval Wings: Royal Naval Carrier-Borne Aircraft since 1916" written by Adrian Vicary and published by Patrick Stephens (price £7.95).

The author contends that the aerial element of the Royal Navy has had a constant battle for survival throughout the 70 years of its existence, and yet has proved its value time and again.

By means of a chronological survey of all British carrier-borne aircraft (including helicopters), from the Sopwith Pup to the Sea Harrier, he explains the difficulties the Fleet Air Arm had to face, particularly in acquiring suitable aircraft and in the necessary quantity.

One of the less suitable planes was the American Vought Corsair, but the Navy accepted its drawbacks in order to get high-performance machines into operation.

### UNIQUE VC

As it happened the pilot of one of the Corsairs, Lieut. R. H. Gray, successfully attacked shipping off Japan in 1945, but lost his own life. His courage was recognised by the posthumous award of a Victoria Cross — the only carrier pilot to be so honoured.

the price of two carrier battle groups would buy 10,000 battle tanks — enough to replace every NATO tank on the Central Front. Which has the greater deterrent value?

However, contemporary US Navy strategy favours the large aircraft carrier, which is operationally more efficient than a few small carriers by possessing greater numerical striking force in relation to protection requirements.

Indeed the carrier controversy goes on unabated — and about many more questions than just of size.

Mr. Breemer's book gives an up-to-date description of the US Navy as it is today, delving deep into problems affecting all major maritime forces.

Only by questioning everything is there hope of gaining something like the right kind of mix for the defence of tomorrow.

## Press myths over ships

THE SUPERFICIALITY of condensed newspaper reporting — often resulting in completely wrong impressions — is well demonstrated in "Defence Yearbook 1984", published by Brassey's and edited by the Royal United Services Institute for Defence Studies.

A detailed survey of the Falklands War, while accepting the close-range deficiencies of Royal Navy anti-aircraft weapons, points out that in general British equipment and weapons lived up to expectations.

### CITADEL

Contrary to many reports, it is stated, the British warships do not carry significant amounts of aluminium superstructure. Photographs of the Sheffield showed her superstructure virtually intact several days after severe internal damage had caused her to be abandoned.

"Of far more significance," says the article, "was the vulnerability of the citadel. The lessons are that the citadel must consist of areas which can be sealed from one another."

Another article of special interest to RN readers gives the outspoken views of Admiral Sir James Eberle.

## Fast and furious

TWO new novels of war exploits are now available, one written by former submarine commanding officer Melville Ross.

His "Shadow", published by Collins (price £7.95) is a book that is hard to put down. It races on at a cracking pace, whether dealing with war exploits or accommodating ladies.

"Deed of Glory" by Alan Evans, published by Hodder and Stoughton (price £8.95), is "faction" set against the daring St Nazaire raid of March 1942. The author has woven fictional characters and events into the fabric of one of the most famous commando attacks of the Second World War.

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## SLICE OF SEA PIE

TO CELEBRATE 50 years of the Marine Society's magazine "The Seafarer", Dr. Ronald Hope, its editor for most of those years, has selected items from the pages to form an anthology, "Sea Pie", available from

Fairplay Publications (price £9.60, or £6.60 paperback).

A reader expecting to split his sides with guffaws will be disappointed. Though there is a certain whimsical touch to most of the writing from these Merchant Navy fellows, the spirit is surprisingly "lure of the sea" sentimentality.

### SOCIAL HISTORY

to even things up a little, an article on "Why Men Leave the Sea" gives a reminder of the first amphibian struggling to set foot on dry land.

"This inception of the tendency to leave the sea was glossed over by Darwin, but really marks the beginning of animal intelligence."

Dr. Hope's selections, from 1934 to 1983, have reference to each succeeding year, offering some fun and a kind of social history.

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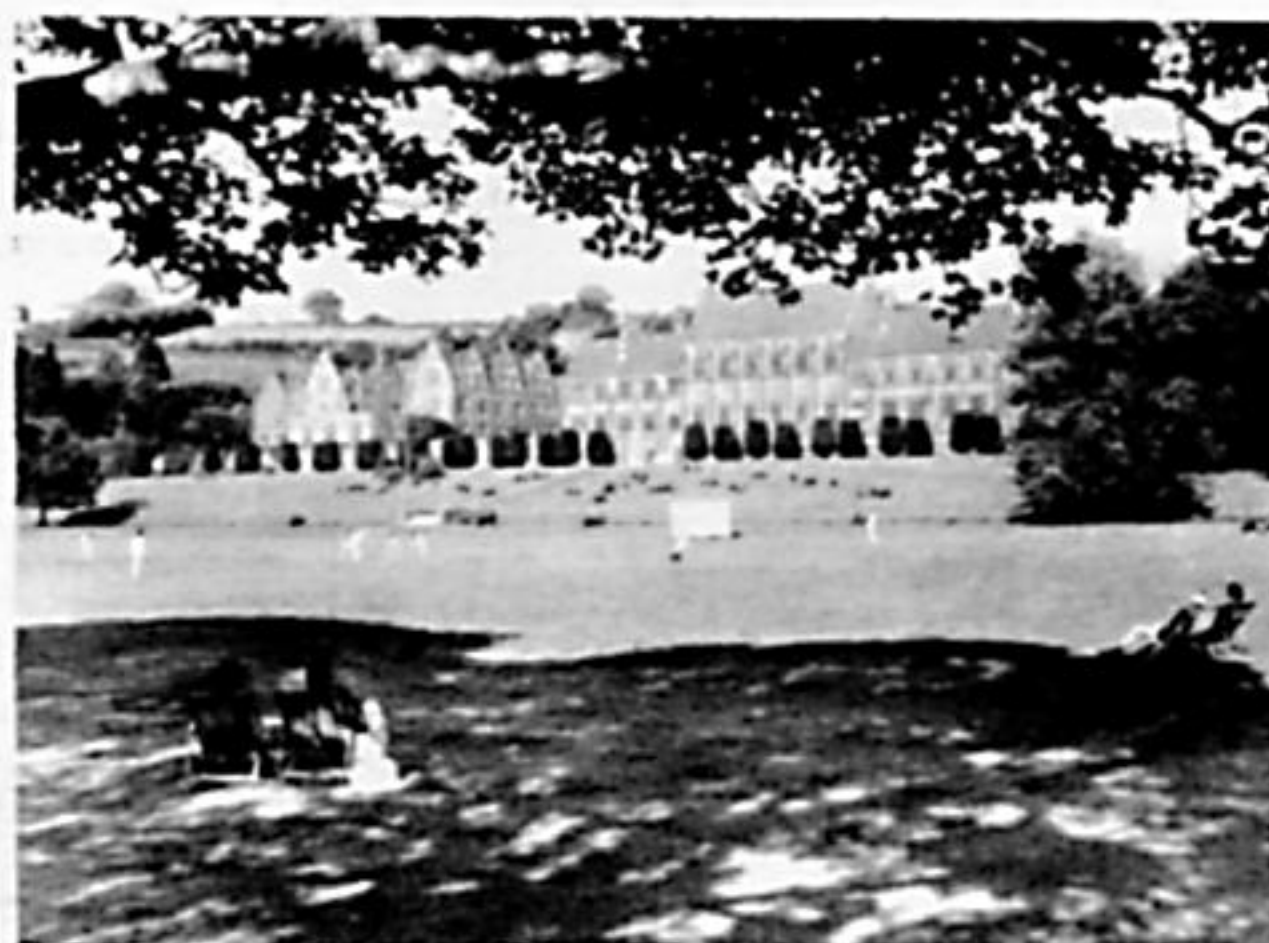
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The school offers a large number of assisted places based on parental income, and a Music Scholarship to girls entering the First Year. In 1984, the school's 350th anniversary year, the Governors are offering an Open Scholarship of £1,000 in addition to five Government assisted places to girls entering the Sixth Form.

Entry is normally at 11 through examinations held in February each year but pupils of other ages can be admitted by individual arrangement with the Headmistress.

Prospectus and application form from the Headmistress, Box N, The Red Maids' School, Westbury-on-Trym, Bristol BS9 3AW. Telephone Bristol 622641.



## HELPING HANDS

# Marathon men aid UK team

OVER £1,100 was raised for the British Olympic Appeal by HMS Excellent, staff of the Joint Acoustic Analysis Centre at Teddington, and the Royal Naval School of Education and Training Technology, HMS Nelson.

Excellent staged a mini-marathon around Whale Island with over 150 runners taking part, each completing a minimum of two laps around a 1.1 mile course. Lieut.-Cdr. Brian Davis of the Fleet Engineering staff achieving the most laps — 16.

Other fund-raising efforts included a 75-mile walk by CPOs Terry Jones and Dan Daly, a Games and Disco night at Whaley Club, which in addition to contributions from HMS Rame Head and the Senior Rates Mess brought the total to £628.

A further £500 was raised by a 24-hour sponsored snooker match organised by staff of the JAAC. The match involved eight players, six of whom were naval personnel.

Five of HMS Nelson's RNSETT staff

## That's just champion!

THE ship's company of HMS Exeter are cheering for Ken Bridgeman, who defends his Olympic title as singles and doubles bowls champion at the Paralympics at Illinois, in June.

Ken's success at wheelchair bowls began when he was paralysed by a terrorist's bullet while serving as a sapper in Northern Ireland.

As reported in previous editions of Navy News, the Exeter has organised several fund-raising events to help finance Ken's trip.

He was presented with the £850 proceeds when he visited the ship at Portsmouth on March 9. In addition he received £300 from Solent Middle School and £100 from the Sixth Form of Horndean Comprehensive School.

raised £82 for the fund by swimming 20 lengths of the pool at HMS Temeraire, Portsmouth.

Eight cyclists from HMS Berwick have raised £1,000 for senior citizens' organisations in the Berwick upon Tweed area by cycling the 408 miles from Portsmouth to the Northumberland town.

On their arrival the ship's commanding officer, Cdr. Chris Tuffley, presented the Mayor, Cllr. Raymond Gilchrist, with cheques totalling £850 to be passed on to associations in Berwick, Tweedmouth and Spittal.

About £750 of the total was raised directly by members of the ship's company and the balance by the cyclists on their way to Berwick and by activities once they arrived in the town.

The ship has been unable to visit the town since her refit in 1982, and it was decided that a charitable event was the best way to cement the links between the frigate and the community before she left for the West Indies.

One good turn deserves another as children of Fitcher School for the Physically Handicapped discovered when they were joined on a sponsored swim at HMS Dryad by the supply officer, Cdr. Philip Perraton.

While the children made a big splash to raise funds for the Jubilee Sailing Trust, Cdr. Perraton swam 50 lengths, raising £109 in aid of the school at Drayton, near Portsmouth, and the JST.

Community work was the choice of four trainee ratings at HMS Dolphin. On hearing that a disabled widow needed her flat re-decorated they volunteered to



A LOW profile effort was the choice of POAFA(M) Timothy Michael 'Tony' Wray of RNAS Yeovilton. In an heroic attempt to beat the Guinness Book of Records' tally of 29,051 sit-ups, Tony completed 11,600 before having to retire injured. But his up and downer was not in vain — it raised £402 for the British Heart Foundation. He is pictured in action, watched by the Avon and Somerset organiser of the Foundation, Rear-Admiral Sir Hugh Janion.

paper and paint it. The four were JS Graham Liptrott, Robert Ashcroft, Christopher Murphy and David Roberts.

The financial support given by HMS Collingwood's Charities Chest to the Royal National Lifeboat Institution has won an RNLI certificate in recognition.

Shrove Tuesday 'pancake' organised by Wrens of the Visual Aids section of the Joint Maritime Operational Training Staff in Edinburgh, raised £37 for the Royal National Lifeboat Institution.

A sponsored 'Superstars' competition at HMS Centurion raised over £300 for the Mayor of Gosport's appeal fund.

Each of the six divisions within Centurion had two representatives in the finals, the winner being Mr. Mike Mooney who scored 65, with Lieut. Paul Barker (57 points) the runner-up.

To raise funds for the Royal Scottish Society for the Prevention of Cruelty to Children (RSSPC), Lieut. Martin Ewence of HMS Walkerton, FCPOPT Leslie Hines of HMS Cochrane and WO Gordon Offer-Hoar RM of Maritime Headquarters, Pitreavie plan to run in the London Marathon on May 13.

# Colombo visit by Brazen

HMS BRAZEN, which has been on patrol in the Gulf since Christmas, spent two weeks in Colombo for a maintenance period.

Several wives flew out to join their husbands there, and many of the ship's company were able to attend a festival during which a relic of Buddha was paraded through the city. One of the 50 elephants in the procession went berserk and killed its mahout (trainer).

The Type-22 frigate later sailed to rendezvous with HMS Invincible. She was due to call at Diego Garcia for two days before resuming patrol duties.

Commander-in-Chief Fleet, Admiral Sir William Staveley, visited the Brazen on February 3, touring the ship and addressing the ship's company on the force's role. The ship then made a two-day visit to Muscat before sailing to Sri Lanka.

## Georgia on their minds

LEANDER-CLASS frigates HM ships Cleopatra and Sirius returned home in late March after a transatlantic deployment marked by storms, an exotic run ashore and international exercises.

On their outward voyage the warships, with the tanker RFA Grey Rover in company, were battered by some of the worst Atlantic weather experienced by anyone on board.

Although conditions delayed their arrival for Georgia Week, a full round of sporting and social events kept the ships busy. Forty ratings made a three-day trip to Disneyworld, 12 entered a ten-kilometre road race, while another party visited a Virginia ski resort.

However, when the ships left in mid-February they again fell foul of the weather on their way to join US Navy and Royal Navy vessels at Norfolk, Virginia for Exercises United Effort and Teamwork.

## EDUCATION



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The Headmaster

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## All abroad for the Wild West show . . .

THESE Wrens from HMS Rooke gave Gibraltar a Wild West flavour when they represented the Royal Navy in the Rock's annual Three Kings Cavalcade, a procession of floats to celebrate the Feast of the Epiphany.

In the picture are (top) Karen Benham, Pauline Last, Babs Thomas, Chris Floyd, Kath Clapham; (middle) Tracey Bradley, Florrie Rounce; (bottom) Melva Clifford, Niki Gibson, Sue Morrison, Vandra Lough and Jan Estall.

Picture: LA(Phot) Chris North.

# A COURSE OF ACTION

EXPERIENCES in the Falklands war provided new emphasis in an international Joint Maritime Course involving 30 vessels, 23 air squadrons and nine nations.

The course, JMC 841, lasted 15 days from February 6 and was planned by the Joint Maritime Operational Training Staff to place increased weight on live gunnery and missile firings in tactical situations.

Thirteen British warships and fleet auxiliaries were complemented by seven allied vessels including those of the Standing Naval Force Channel (mine countermeasures). Four Royal Navy submarines were joined by one each from Germany, France, Denmark, the Netherlands and two from Norway.

Other nations taking part in the exercise off the north of Scotland were Belgium,

### JMC 841

Portugal and the USA. Senior officer at sea was the Flag Officer Second Flotilla, Rear-Admiral D. B. Bathurst flying his flag in HMS Antrim.

Aircraft taking part included maritime patrol units from Britain, the Netherlands, France and Germany.

British vessels included: HM ships Andromeda, Achilles, Exeter, Bossington, Brocklesby, Upton, Lindsfarne, Leeds Castle, RFAs Black Rover and Plumleaf, and HM submarines Trafalgar, Sealion, Ocelot and Oracle.



## John's brush with success

A NAVAL officer who took up water colour painting in earnest at Christmas for the first time since leaving school won second prize in this year's Armed Services Art Society exhibition.

Lieut.-Cdr. John Eldridge (pictured below), who is serving on the staff of Flag Officer Sea Training at Portland as NBCD officer, entered four water-colours for the exhibition at the National Army Museum, Chelsea, and was somewhat surprised to have three accepted.

He was even more surprised when his watercolour, "Staats Island, West Falkland, June 1982" was awarded second prize.

### SHAPE AND FORM

Lieut.-Cdr. Eldridge has been fascinated by the shape and form of Staats Island — and has had plenty of time to study it in the past two years during two round trips to the South Atlantic while serving as first lieutenant of HMS Penelope.

First prize was awarded to Lieut.-Colonel Christopher Miers, commanding officer of the 4th Battalion, The Royal Green Jackets, for his painting "Low Tide at Llandstephan".

The exhibition attracted more than 800 works of which 462 were hung.



Lieut.-Cdr. John Eldridge and his prize-winning watercolour of Staats Island, West Falkland.  
Picture: Soldier Magazine.



This print is taken from the original oil painting now residing in the Sergeants' Mess, Royal Marines Barracks, Stonehouse, Plymouth. Dave Whittle (ex Royal Marine) was inspired by Operation Corporate from photographs originally taken by PO Phot Peter Holdgate. A.P. Marketing have sole rights of reproduction and so are able to bring you this opportunity to own this superb memento to the Falkland Islands Conflict.

The actual size of the print is 17 1/4" x 22", image size 13" x 19 1/2".

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a. Remarquing is a technique used by artists to make a print totally individual. This is done by the artist drawing an individual picture in context with the main picture in the lower margin and then signing and dating it. This personalisation of the print obviously increases the future value considerably.

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## Bernie's mine captured in oils

A PAINTING depicting Lieut.-Cdr. Bernie Bruen attaching a line to a horned mine nine miles off Port Stanley is to be presented to the Diving School in HMS Vernon.

Lieut.-Cdr. Bruen commissioned the painting from Plymouth artist Mr. John Lawer.

The mine, which is now in Vernon, was swept just after the surrender of the Argentines, towed to Fitzroy and defused on the beach. It is thought to be the only unknown type of mine to be defused since the Second World War.



Lieut.-Cdr. John Eldridge and his prize-winning watercolour of Staats Island, West Falkland.  
Picture: Soldier Magazine.

## PARADE OF HEROES



MEET the unsung heroes of the South Atlantic. These are the tugs of the RN Port Support Squadron in the Falkland Islands, pictured while on parade for the first time in the wind-swept approaches to Port William, near Stanley.

They spend long hours in all types of weather supplying Royal Navy and commercial ships in harbour with water, fuel and stores.

From top to bottom they are mt Oil Mariner, from Dundee; HM prize Falkland

Sound, a captured Argentine oil rig vessel, commanded at the time of the photograph by Lieut. Nick Warren; mt Irishman, from the Hull-based United Towing Company; and mt Salvageman, also from Hull, the longest serving member of the Task Force and Britain's most powerful tug.

Salvageman and Irishman are constantly on standby for salvage operations in addition to their routine supply duties.





Above — A case of uniform variety. FCPO Grant Ness, surrounded by CPOs Dave Godfrey, Sam Harris, Jim Ember, Simon Townsend and John Pavey, in some of the uniforms worn by members of the Royal Brunei Armed Forces.

Right — Discussing inspection results are Lieut. Mike Wright and Lieut.-Cdr. Harry Cook and John Rainbow.



# Anyone for curried buffalo?

There's a rich flavour to life in Brunei ...

WHO FANCIES curried water buffalo with pickled cabbage? About two dozen British naval officers and senior rates, and their families, get the chance to sample such fare as they savour the "up the jungle" delights of service in the Far East swelter of Brunei.

In February, Cdr. the Prince of Wales represented the United Kingdom at celebrations in honour of Brunei's full independence.

Those who serve in this oil-rich Sultanate on the north-west coast of Borneo find that 18 miles north-east of the capital, Bandar Seri Begawan, along a winding jungle road, is the deceptively quiet village of Maura.

It is the base of one of the most modern and powerful small naval forces in South-East Asia, part of the Royal Brunei Armed Forces.

Among the 150 British Servicemen and women on Loan Service are 11 officers and 12 senior ratings and NCOs of the Royal Navy, Royal Marines and WRNS. Their job is to assist and train the Navy, and to provide medical and dental assistance to naval families.

The flotilla began in 1965 as a boat company operating launches for the infantry battalions. It now consists of

three Waspada-class fast attack craft, armed with Exocet missiles and twin 30mm Oerlikons and tasked with defending the Sultanate's offshore resources.

Smaller, but just as fast, are three Perwira-class patrol boats armed with 20mm Oerlikons. Providing maritime logistic support for the remainder of the armed forces are two medium-sized landing craft.

The River division, equipped with Rotork sea trucks and fast assault boats, specialise in rapid waterborne support for the infantry battalions deep into the jungle.

At the beginning of February the flotilla took delivery of its newest vessel, the Royal Yacht Khalifah, in time for the independence celebrations.

Deployments so far have taken place to Hong Kong, the Philippines, Thailand, Singapore and Malaysia, and a visit to Indonesia is planned.

Technical support, which includes a synchrolift complex and contract engineers, ensures that ship "downtime" is kept to a minimum. This year the first of the mid-life Perwira refits will be undertaken in the flotilla complex.

Lieut.-Cdr. Harry Cook is squadron commander and Lieut.-Cdr. David Redwood senior technical officer. Training the men and working up the ships is Lieut.-Cdr. John Rainbow, while two lieutenants, Simon Thorpe and Mike Wright, are in command of patrol boats.

Squadron engineering officer, Lieut.-Cdr. Arthur Batson, keeps the boats in working order. Technical support is provided by Lieuts. Grant Anderson and Bill Shirliff.

Senior rates look after the gunnery training and technical support of the flotilla. Those now in Brunei are: FCMEMs Grant Ness and John Gilson, CPO(OPS)(M) Dave Godfrey, CMEA(P)s Sam Harris, Jim Ember, John Pavey and Tony Yeomans, CWEA(WD) Simon Townsend, CWEA(OC) Jim Turner, and CWRENAEM(M) Linda Baker.

## Royal Marines

The two Royal Marines on Loan Service are WO2 Geoff Daulman and C/SGT Tony Ward. Medical and dental facilities for families are provided by Surg. Lieut.-Cdr. John Gabb and Brian Griffiths, and Surg. Lieut. Rupert Brown.

Loan service to Brunei is for two-and-a-quarter years on a married accompanied draft which includes language training and jungle familiarisation. All Loan Service naval families are accommodated in modern, well-equipped quarters, mostly backing onto a long, unspoilt beach.

## Sports complex

An Olympic-size swimming pool, squash courts and sailing complex are among sporting facilities available. A British Army school caters for children from five to 11, and there is a choice of kindergartens for toddlers. It is recommended that older children are boarded in England.

One necessity is a car. Public transport is irregular, so before you rush to volunteer for this draft, make sure the wife can drive!

Besides LS pay, there are local overseas allowances, travel grants, interest-free settling-in grants, car purchase loans, duty free alcohol and cigarettes, and petrol at 70p a gallon.

Lettuce do not often feature on the menu — they're £2 each. But if you like curried water buffalo with pickled cabbage, a spot of Brunei sea riding is pure bliss.



Lieut. Grant Anderson and Lieut.-Cdr. Dave Redwood inspect the latest propeller log strike.

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# NAVY NEWS READER SERVICES

## PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in March:

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OP)(S) — B. J. Surtees (Phoebe), T. English (FO Gibraltar), B. H. Flower (Vernon).

To CPO(OP)(M) — M. J. Pitcher (Diomedes), T. A. Phillips (Arethusa), J. S. Baker (Avenger), R. S. Gough (Avenger), B. F. Connacher (Achilles), C. Helliwell (Lowestoft).

To CPO(OP)(EW)(CRS)(W) — C. J. Chiddicks (Arethusa), N. J. Noble (Nottingham).

### (COMMUNICATIONS GROUP)

To CRS — R. A. Anderson (Warrior), M. A. Walsh (RAF DA Thatcham).

### (REG, PT and R)

To MAA — P. G. Thompson (Berwick), M. R. Welch (Intrepid), D. E. Sims (Excellent), P. A. Shears (Drake), M. S. Gray (Broadwood).

### SUBMARINE SERVICE

To CRS(SM) — A. L. Smith (Opossum). To CPO(OP)(S)(SM) — K. D. Lacey (Dolphin), B. Gathridge (Dolphin).

### MARINE ENGINEERING

To CMEM(M) — T. Whitta (Wasperton), W. Wilkinson (Haslar), A. P. Aldridge (RNAS Culdrose), M. P. Jones (Raleigh), S. K. Brown (Cattistock), D. W. Edgar (Sultan).

### WEAPON ENGINEERING

To CWEM(O) — P. R. Markham (Rothsay), G. P. Major (Arethusa). To CWEM(R) — C. B. Addison (CINCIBERLANT), G. Clark (Newcastle), W. M. Eady (Birmingham), T. J. Sharp (Bristol).

### SUPPLY AND SECRETARIAT

To CPWTR — N. G. Prior (Vernon), J. E. Cook (Centurion), D. R. Haynes (Centurion), P. M. Timmins (RNAS Yeovilton), M. Bogg (Newcastle), T. M. Townsend (Hydra). To CPOCK — B. H. Fox (FO Portsmouth).

## Old Starlings

HMS STARLING, the Royal Navy's latest Hong Kong patrol vessel, is scheduled to commission at Liverpool on July 16. Anyone who served in a previous HMS Starling is invited to attend the commissioning and should contact the ship c/o Hall Russell Shipbuilders, York Place, Aberdeen.

## POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic dates) is the number of men who were advanced during February.

PO(EW)/RS(W) — Int (2.12.82), 1; LS(EW)/LRO(W) — Int (1.12.82), 3; PO(M) — Int (2.7.83), 13; LS(M) — Int (20.4.82), 14; PO(R) — Int (1.10.82), 4; LS(R) — Int (28.2.83), 8; PO(S) — Int (15.8.82), 2; LS(S) — Int (5.3.82), 6; PO(D) — Dry, 1; LS(D) — Dry, 2; PO(MW) — Int (11.12.81), 2; LS(MW) — 104, 4.

PO(SR) — Int (2.12.81), Nil; LS(SR) — Int (15.9.82), Nil; POPT — 328, Nil; RPO — 441, 2; RS — 161, 7; LRO(G) — Int (7.12.82), 9; CY — 130, 4; LRO(T) — Int (23.3.82), 3; PO(S)(SM) — Dry, Nil; LS(S)(SM) — Int (13.12.83), 7; PO(TS)(SM) — Int (30.3.83), 1; LS(TS)(SM) — Int (20.9.82), 2; RS(SM) — 325, 3; LRO(SM) — Int (22.3.83), 3; PO(UW)(SM) — Dry, Nil; POEM(M) — Int (16.8.82), 7; LMEM(M) — Int (8.12.81), 8; POEM(L) — Int (24.12.82), 4; LMEM(L) — Int (25.1.82), 1; POWEM(O) — Dry, 1; LWE(M) — Int (11.3.83), 13; POWEM(R) — Dry, 2; LWE(M) — Int (17.5.83), 6; POWEM(M)(SM) — Int (16.12.81), Nil; LMEM(M)(SM) — Int (21.1.82), Nil; POWEM(L)(SM) — Int (28.11.83), 2; LMEM(L)(SM) — Int (24.11.83), 1; POWEM(O)(SM) — Dry, 1; LWE(M)(O)(SM) — Int (16.8.82), 1; POWEM(R)(SM) — Dry, 1; LWE(M)(R)(SM) — Dry, 4; POWTR — Int (15.12.81), 4; LWTR — Int (26.1.83), 1; POSA — 419, 5; LSA — 208, 8; POCA — 311, Nil; LCA — 273, Nil; POCK — 755, 7; LCK — 173, 12; POSTD — 570, 7; LSTD — 253, 10; POMA — 282, 1; LMA — 270, 3; POAEM(M) — 253, Nil; LAEM(M) — 303, Nil; POAEM(WL) — 100, 1; LAEM(WL) — 244, 2; POAEM(R) — 120, Nil; LAEM(R) — 171, Nil; POA(AH) — 218, 1; LA(AH) — 226, Nil; POA(SE) — 451, Nil; LA(SE) — 213, 1; POA(PHOT) — 606, Nil; POA(MET) — 778, Nil; POACMN — 196, 3; POWREN CK — 177, Nil; LWREN CK — 88, 2; POWREN DHYG — 378, Nil; POWREN DSA — 104, Nil; LWREN DSA — 295, Nil; POWREN(R) — 291, Nil; LWREN(R) — 268, Nil; POWREN REG — 123, Nil; POWREN RS — Int (23.3.82), 3; LWREN RO — 140, 6; POWREN SA — 315, Nil; LWREN SA — 217, Nil; POWREN STD — 77, 1; LWREN STD — 329, Nil; LWREN TEL — 279, Nil; POWREN TSA — 98, Nil; LWREN TSA — 275, Nil;

(15.12.81), 4; LWTR — Int (26.1.83), 1; POSA — 419, 5; LSA — 208, 8; POCA — 311, Nil; LCA — 273, Nil; POCK — 755, 7; LCK — 173, 12; POSTD — 570, 7; LSTD — 253, 10; POMA — 282, 1; LMA — 270, 3; POAEM(M) — 253, Nil; LAEM(M) — 303, Nil; POAEM(WL) — 100, 1; LAEM(WL) — 244, 2; POAEM(R) — 120, Nil; LAEM(R) — 171, Nil; POA(AH) — 218, 1; LA(AH) — 226, Nil; POA(SE) — 451, Nil; LA(SE) — 213, 1; POA(PHOT) — 606, Nil; POA(MET) — 778, Nil; POACMN — 196, 3; POWREN CK — 177, Nil; LWREN CK — 88, 2; POWREN DHYG — 378, Nil; POWREN DSA — 104, Nil; LWREN DSA — 295, Nil; POWREN(R) — 291, Nil; LWREN(R) — 268, Nil; POWREN REG — 123, Nil; POWREN RS — Int (23.3.82), 3; LWREN RO — 140, 6; POWREN SA — 315, Nil; LWREN SA — 217, Nil; POWREN STD — 77, 1; LWREN STD — 329, Nil; LWREN TEL — 279, Nil; POWREN TSA — 98, Nil; LWREN TSA — 275, Nil;

POWREN WTR(G) — 122, Nil; LWREN WTR(G) — 163, 2; POWREN WTR(P) — 250, Nil; LWREN WTR(P) — 196, 2; LWREN WTR(S) — Int (15.6.82), Nil; POWREN AEM(M) — 126, 2; LWREN AEM(M) — 198, 2; POWREN AEM(R) — Dry, Nil; LWREN AEM(R) — Int (22.10.82), Nil; LWREN AEM(WL) — Int (24.9.82), 1; POWREN PT — 214, Nil; POWREN WA — Int (11.2.82), 1; LWREN WA — 212, 1; POWREN MET — 355, Nil; LWREN MET — 290, Nil; POWREN PHOT — 507, Nil; LWREN PHOT — 329, Nil; POSRN — 144, Nil; POSEN — 324, Nil; LSEN — 272, Nil. The Basic Dates quoted for the WRNS ratings in the following categories which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22: POWREN QA — 74, Nil; POWREN EDUC — 333, Nil; POWREN MT — 459, Nil; LWREN MT — 410, 1; POWREN TEL — 335, Nil.

## CALLING OLD SHIPMATES

Mr. B. R. Carr, 2 Peets Lane, Churchtown, Southport, Merseyside, PR9 7PP tel. 0704-24931, is interested in hearing from anyone who served in the old HMS Protector, with view to forming an association.

Mr. F. G. "Pat" Keefe, 37 Old Foundry Road, Ipswich, Suffolk, ex-CPO gunnery instructor, would like to hear from old shipmates of HM ships Curlew (1936) and Mendip (1941).

PC R. E. White, Police House, Bridge, Tunbridge Wells, TN3 9JX, is trying to trace PO Gerry Flanagan, his son's godfather, last heard of in 1970, also AB Pat Compton of HMS Troubridge 1957-58. He would also like to obtain call tallies of HM ships Troubridge and Barrera.

Gene Christian, 3849 Bay Ave., Bronx, New York, NY 10463 USA, is trying to contact ex-members of the Chinese Maritime Customs Service and the Yangtze River Gunboats. He would also welcome information about the merchant vessel Hain Kong.

Mr. Ron Russell, 21 Lyndale Avenue, Wiltshire, Blackburn, Lancs, would like to hear from former shipmates of HMS Fernie (L11).

Mr. J. Greenfield, ex-AB, 6 Northfield, Polegate, Sussex BN26 5EE, tel. Polegate 6214, would like to contact former members of HMS Torrington, Jan. 1944/45, with view to organising a reunion.

Mr. P. Motte-Harrison, 8 Highland Avenue, London, W7 3RF, would be glad to hear from anyone who served with him in LCT's 7069, 1161 and 1060 in 1942-45.

Mr. Ted Beane, ex-POCK, 52 Priest Avenue, Canterbury, Kent, CT2 9PJ, would be pleased to hear from former shipmates of HMS Kelvin 1949-43, especially ex-SBA R. Stocks.

Mr. Jack Barnett, ex-PO, 3 Myross Mansions, 4 Landmann Circus, Weston-super-Mare, Avon, BS23 2QE, wants to contact former officers and ratings who served under Lieut-Cdr Robert Franks (1943) on Mayu River patrol, Arakan, Burma.

Mr. Wally Manning, ex-AB FC2, 26 Carr Gate, Moreton, Wirral, Merseyside, wishes to contact former shipmates from HM ships Tiger, Eagle, Excellent and Leander, especially the following from the Eagle: ABs J. Cassidy, B. Labrum, Still, Mason, May, Taylor, B. Pitman, Campbell and Roberts; and EM Colston and LEM Hurley.

Mrs. Elliott, 138 Northcote Road, Walthamstow, London E17, would like to hear from anyone who knew her father, Ken Knight, who served in HMS Argonaut during the Second World War.

Mr. Norman W. Piggett, c/o 8 St Ignatius Square, Preston, PR1 1TT, will be arriving in Britain in June from New Zealand and would be pleased to hear from former shipmates of HM ships Echo, Escapade, Ingolfed, Newfoundland, and also from "Ping" mates from Portland, Dunoon, and Campbelltown. He would also like to contact Len and Hope Baker, whom he met in the naval hospital, Herne Bay, near Warwick Farm, Sydney.

Mr. Ian S. Leaf, apt 202, 2311 Ontario Street, Oakville, Ontario, Canada, L6L 1A5 will be coming to Britain in June and would like to contact former shipmates of the merchant ship Ulster Monarch which took part in the D-Day landings.

Mr. R. A. Moore, Leys Cottage, Leys Lane, Skipton, Driffield, East Yorks, would like to hear from anyone who knew his late father, Thomas (Pony) Moore, who served in the RN from 1939-51. He served in HM ships Birmingham, Erebus, Newfoundland, Indomitable and Effingham.

Mr. Edmond Meis, Weezenhof 2416, 65-36JE Nijmegen, Holland, wants to contact former members of the submarine HMS Tradewind to invite them to a memorial service in the cathedral of Steverschurch on September 16, for those lost in the Junyo Maru.

HMS/HMAS Quickmatch: Former crew members and their wives, led by Mr. George Brock, ex-AB, c/o Kensington Inn Hotel, Cromwell Road, London SW7, will be visiting the UK from April 9 to 23 and would like to hear from former shipmates. One of the group, Mr. K. L. Brown wants to contact "Lofty" Hooper, former focal PO of the Quickmatch, and "Talkie" Davidson, former signaller in the Birmingham.

Mr. R. C. Collins, ex-L/Tel, 20 Bedford Close, Havant, PO9 2PT, wishes to contact ex-Tel. R. Taylor with whom he served in HMS Tamar in 1947-49. He would also like to hear from former shipmates from HMS Vanguard while at Portland.

Mr. J. R. (Bungy) Williams, 16 Lumley Road, Hove, Surrey, seeks news of Jackie Groce, brother of Charlie, who served in HMS Cairo. Jackie was at HMS St Vincent in 1933.

Mr. E. (Derkie) Simpson, 24 Erw Faen, Treghar, Bangor, Gwynedd, LL57 4AT, would like to get in touch with former shipmates of HMS Carus from 1943 to 1945.

Mr. P. C. Potter, 27 Fairmead Road, Liverpool, L11 5AT, is seeking information

and pictures related to the minesweeper H.M.S. Sheraton (1955-60), and hopes to contact PO B. O. Davis who served in her.

Mr. M. J. Spencer, 29 Augusta Road, Ramsgate, is trying to trace former colleagues of Norman Fischer who served in H.M.S. Eagle in the 1950s, and who died in the ship.

Mr. R. P. Brewster, Rectory Cottage, Winterbourne Bassett, Wilts SA4 9PU, would be pleased to hear from anyone who served in the River class frigate HMS Everdale, commissioned in Cardiff.

Capt. E. A. S. Bailey, RN (Retd.), Inveranda, Ardour, By Fort William, PH33 7AD, Inverness-shire, Scotland (tel: Ardour 240), of HMS Paladin, which rescued survivors of the Khedive Ismail, sunk with loss of 1,000 lives including Wrens and nurses, in the Indian Ocean on Feb. 12 1944, would like to hear from any survivor who can provide information about what happened that day.

Mr. George Seymour (ex-stoker), 77 St Leonards Farm, Ringwood Road, Westmoors, Dorset, would be pleased to hear from survivors of HMS Trollope, torpedoed July 9 1944, and to know what happened to the ship after she was beached in Normandy.

Mr. Len Agar, 89 Gairford, Chester-le-Street, Co. Durham, who served in HMS Creole 1949, would like to contact the former ship's engineer officer, Lieut.(E) L. Green.

Mr. Ted Whelan, (ex-AB Postie), 11 Coleford Road, Southmead, Bristol (tel: Bristol 504785) would like to hear from old shipmates of Fwd Messdeck HMS Crossbow, 1959-60, especially Frank (Manny) Mercer, who also served with him in HMS Ark Royal 1962-63.

Mr. G. Thorpe, 18 Rosebay Close, Ives Road, Norwich, Norfolk, wants to contact former Mech(E) Eddie Marshall and Stan Morley, who served with 719/737 squadrons, RNAS Eglinton, Northern Ireland in 1950.

Mr. Jack Skyrme, 38 Primrose Road, Thorpe Hamlet, Norfolk, boy seaman 34 Mess, Drake Division, HMS Ganges, 1935, would like to hear from old shipmates and former ABs of HMS Resolution.

Mr. John Feeney, 3 rue de la General Biais, Paris 11eme, France, is trying to get in touch with former PO Norman Caddick, a sick berth attendant at RN Hospital Mombasa 1943, who once lived at Gafley, Cheshire.

Mr. Len Careless, 61 Lilac Crescent, Beeston, Nottingham, NG9 1PX, wants to get in touch with members of C Party, naval demolition and salvage, Tobruk 1942, and anyone captured at the fall of Tobruk.

Mr. L. V. Leather, 24 Swaledale Crescent, Billingham, Cleveland, would like to hear from Sidney Smith who joined HMS Ganges 1931 and served pre-war in HM ships Benwick, Rodney and Escapade. He came from Newcastle-on-Tyne.

Mr. Tom Vann, 19 Thurcaston Road, Belgrave, Leicester, LE4 5PG (tel: 0533-669200) wants to contact ex-stokers who served in HMS Windsor on East Coast Patrol, 1941-43, and in Naval Party 10.30 in India and Italy 1943-45.

Mr. Peter Pufford, 9 Woodcroft Close, Sproston, Norwich, NR7 9HS, wants to get in touch with ex-NP31 personnel, or any of Capt. Murphy's "Home Guard" 1943-45, who

served in HM ships Moreton Bay and Stirling Castle in India and Burma.

Mr. Peter Ansell, 27 Woodstock Street, Hucknall, Nottingham, NG15 7SP, ex-Jack Dusty, HMS Diamond 1953-55, hopes to meet former shipmates at the D-Boats Association reunion Aug 4-5, Portsmouth. (For details see February Navy News).

Mrs. E. M. Levett, Wood End, 6 Crescent Walk, West Parry, near Ferndown, Dorset, would like to hear from anyone who served with her late brother, Log Tel. Jim Arnold in HM submarine Saracen.

Mr. S. Morris, 418 Bassett Road, London W10 (tel: 969-1791), wants to get in touch with former seamen POs of HMS Ashanti, July 1942-43, with view to organising a get-together.

Miss Narina Martin, 35 Haflon Road, Cardiff, London, SE8 1LW, would like to hear from anyone who knew her late grandfather, CPO Salmaker Harry (Berdie) Beale, who was lost in action in 1944 and who served in HM ships Belfast, Renown, Exeter, Victorious, Illustrious, Invincible, Hood, Fearless, Ark Royal, Hermes, Ajax and Ardent.

Mr. Doug Schooley, 61 Highlands, Boulevard, Leigh-on-Sea, Essex (tel: Southend 75333), would like to hear from former shipmates of 43 Mess, HMS Royal Sovereign, and members of the Royal Marines band whose action station was the TS when the ship was based at Halifax, Nova Scotia, 1940-41. He would also like to hear from former shipmates of 40 Mess, HMS Gambia, first commission.

Mr. Thomas H. Harwood, 31 Walcot Road, Market Harborough, Leics, who served in HMS Phoebe 1943-46, is trying to trace former shipmates including PO Lacy, and any who served with him in HMS Victorious and on the staff guard, Colombo barracks.

Mr. S. (Nobby) Clark, ex-leading stoker, 23 Hilton Avenue, Inverness, Scotland, wants to contact old shipmates of HMS Volunteer, Western Approaches, 1943-45.

Mr. W. Pigden, 59 Longmore Road, Hensham, Walton-on-Thames, Surrey, would like to hear from any survivor of HMS Dasher, sunk March 29, 1943, who knew his late brother, OS Charles Frederick Pigden, who was lost in action.

Mr. Gerry Darnody, 36 Park Street, Pembroke Dock, South Wales, Dyfed, who served in the Torpedo Flotilla during the Second World War would like to hear from old shipmates and obtain a photograph of the flotilla.

Mr. D. Gray (ex-RM), 68 Fallowfield Road, Grimsby, DN33 3HB, would like to hear from old shipmates of HMS Jamaica with view to organising a reunion.

Mr. "Stormy" Winters, ex-AB(SG), 165 Benedon Road, Sheldon, Birmingham, B26 2UR (tel: 742-9636) would like to contact members of the ship's company of the first commission (1936-39) HMS Hostile; also shipmates from the Second Destroyer Flotilla, Mediterranean Fleet, and "Spanish Patrol," especially ex-LSEA. Tel. Elma Watkins, (RIP) Paddy Johnson would like to hear from old shipmates who served with him in HM submarine Valiant from 1973-75. Write c/o Editor, Navy News, HMS Nelson, Portsmouth.

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## PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Susan (20), single, 5ft. 5in., brown hair, blue eyes, Wimbledon, London.  
Lynn (16), 5ft. 5in., brown hair, blue eyes, Belfast.  
Yvonne (26), single, 5ft., brown hair, green eyes, Sheffield, Yorks.  
Elaine (34), divorced, 5ft. 8in., four children, Hadlow, Kent.  
Jenny (34), divorced, 5ft., fair hair, blue eyes, two children, Northampton.  
Eiddwen (30), single, 5ft. 2in., blonde hair, green eyes, Cwmbran, Gwent.  
Clare (38), divorced, fair hair, blue-green eyes, Yeovil, Somerset.  
Janine (20), single, 5ft. 5in., blonde hair, blue eyes, The Netherlands.  
Julie (21), separated, fair hair, one son (3), Hastings, Sussex.  
Lyn (29), single, 5ft. 8in., dark hair, green eyes, Wedmore, Somerset.  
Carrie-Anne (16), 5ft. 5in., brown hair, blue eyes, Bristol.  
Louise (22), single, 5ft. 2in., brown hair, blue-green eyes, Cheltenham, Gloucester.  
Brenda (46), divorced, 5ft. 2in., fair hair, green eyes, Bristol.  
Helen (16), 5ft. 3in., brown hair, green eyes, Machynieth, Powys.  
Lesley (35), single, 5ft. 4in., brown hair, Faversham, Kent.  
Lynda (33), divorced, brown hair, green eyes, Port Talbot, Glam.  
Deborah (23), single, 5ft. 6in., brown hair, blue-green eyes, Warley, W. Midlands.  
Cheryl (24), single, 5ft. 2in., brown hair, blue eyes, one daughter (5), Gloucester.

Wendy (21), single, 5ft. 7in., brown hair, Hayes, Middx.  
Tina (21), single, 5ft. 2in., brown hair, blue eyes, one son (1), Gloucester.  
Louise (20), single, 5ft. 5in., blonde hair, blue eyes, Midsummer Norton, Avon.  
Yvette (18), single, 5ft. 7in., brown hair, brown eyes, Portsmouth, Hants.  
Lesley (24), single, 5ft. 8in., auburn hair, blue-grey eyes, Bromley, Kent.  
Valerie (37), divorced, 5ft. 4in., blonde hair, Basildon, Essex.  
Anne (18), single, 5ft. 5in., fair hair, brown eyes, Swansea, Glam.  
Jill (17), single, 5ft. 3in., blonde hair, blue eyes, St Leonards-on-Sea, Sussex.  
Debra (19), single, 5ft. 9in., brown hair, green eyes, Bridgford, Glam.  
Jan (38), separated, 5ft. brown hair, brown eyes, Havant, Hants.  
Audrey (24), single, 5ft. 4in., blonde hair, one daughter (3), Southsea, Hants.  
Heather (16), 5ft. 11in., ginger hair, hazel eyes, Blyth, Northumberland.  
Catherine (28), single, 5ft. 6in., black hair, blue eyes, Stirling, Scotland.  
Margaret (24), single, 5ft. 2in., brown hair, hazel eyes, Liverpool.  
Lynne (27), single, 5ft., brown hair, blue eyes, Stevenage, Herts.  
Susan (23), single, 5ft. 6in., brown hair, blue eyes, Bradford, Yorks.  
Sandra (21), single, 5ft. 6in., brown hair, green eyes, Leeds, Yorks.  
Louise (16), blonde hair, blue eyes, Ryton, Tyne & Wear.  
Lynn (18), single, 5ft. 3in., brown hair, hazel eyes, Glasgow.  
Ruth (16), 5ft. 1in., blonde hair, blue eyes, Newport, Gwent.  
Angie (18), single, 5ft. 4in., brown hair, brown eyes, Hatfield, Herts.  
Gillian (23), single, 5ft. 8in., chestnut hair, hazel eyes, Smallfield, Surrey.  
Maureen (41), divorced, 5ft., brown hair, blue-grey eyes, Northampton.

Joy (25), single, 5ft. 8in., brown hair, blue eyes, Bristol.  
Julie (17), single, 5ft. 4in., brown hair, blue eyes, Chesterfield, Derbyshire.  
Margery (28), single, 5ft. 2in., brown hair, blue eyes, Lincoln.  
Andrea (19), single, 4ft. 11in., brown hair, hazel eyes, Fareham, Hants.  
Eve (28), divorced, 5ft. 2in., brown hair, brown eyes, one daughter (8), Ware, Herts.  
Susan (18), single, 5ft. 6in., blonde hair, blue-grey eyes, Alveston, Derby.  
Annabelle (33), divorced, black hair, hazel eyes, St Austell, Cornwall.  
Daphne (39), divorced, 4ft. 11in., blonde hair, blue eyes, Weymouth, Dorset.  
Susan (33), single, 5ft. 7in., brown hair, brown eyes, Worthing, Sussex.  
Mandy (21), single, blonde hair, blue eyes, Bedford.  
Julie (16), single, 5ft. 2in., brown hair, blue eyes, Chepstow, Gwent.  
Patricia (55), widow, 5ft. 8in., brown hair, brown eyes, Liverpool.  
Heather (20), single, 5ft. 6in., brown hair, blue eyes, Southport, Merseyside.  
Sharon (17), single, 5ft. 4in., blonde hair, blue eyes, Hull, N. Humberside.  
Gail (22), single, 5ft. 2in., brown hair, brown eyes, Southport, Merseyside.  
Ellen (19), single, 5ft. 4in., brown hair, brown eyes, Leamington Spa, Warks.  
Sandra (18), single, dark hair, blue eyes, Mill Hill, London.  
Felicity (15), blonde hair, blue eyes, Chiswick, London.  
Christine (27), single, 5ft. 1in., brown hair, brown eyes, Southport, Merseyside.  
Maggie (16), 5ft. 5in., auburn hair, brown eyes, Bristol.  
Sue (20), single, 5ft. 5in., brown hair, blue eyes, Skegness, Lincs.  
Mandy (25), divorced, 5ft., brown hair, hazel eyes, one daughter (4), Windsor, Berks.



## REUNIONS

**HMS Hood Association** holds its annual reunion on Saturday, May 19, in the Victory Club, HMS Nelson (1900 for 1930). On Sunday, May 20, there will be a memorial service in St Ann's Church, Portsmouth Dockyard, at 10 a.m. For details contact Mr. Harry W. Purdie, 85 St John's Road, Locks Heath, near Southampton, Hants. (Tel: Locks Heath 5149).

**Ascension Island 1962:** Will ex-members of Naval Party 1964, interested in a reunion, contact Lieut. Cdr. C. K. Anthony, Wayside Cottage, Heale Lane, Curry River, Langport, Somerset, TA10 0PG, or ring Mr. Bill Cook, ex-CRIS, on Cobham (Surrey) 3243.

**Calling ex-Antrim:** A final ship's dance will be held in Southsea on May 3, tickets £1 (wives and girl friends free). Details from the Dance Committee, HMS Antrim, BFPO Ships.

**Senior rate stewards** are holding their third reunion dinner in the WO's and CPO's Mess, HMS Nelson, on June 8, tickets £15.50 each. For details contact CPOSTD M. F. Barlow, HMS Londonderry.

**360 Squadron:** Serving and ex-serving RN and RAF personnel, officers and ratings, who wish to attend the reunion at RAF Wyton July 21-22 should contact: Squadron Leader D. A. P. Merriman, 360 Squadron, RAF Wyton, Huntingdon, Cambs., PE 172EA.

**HM Ships Beagle, Bodicea and Bulldog (1939-45)** are holding their reunion in London on May 19. Details from: Mr. A. Black, 30 Cottenham Park Road, London, SW20 0SA.

**HMS Bicester (L34)** reunion will take place on June 2 at the Littlebury Hotel, Bicester, Oxon. At the church service on Sunday, June 3 the Bicester Royal Naval Association standard will be dedicated and the HMS Bicester 1944 ensign laid up. Those who wish to attend please confirm with: Mr. Ben Iles, 27 Inhurst Way, Tadley, near Basingstoke, Hants. (Tel: 07356-3107).

**HMS Lance (1941-42)** reunion will take place on April 28. Details from Mr. N. A. Seymour, 13 Great Bounds Drive, Southborough, Tunbridge Wells, Kent. (Tel: 0892-28366).

**The Combined Ex-Services Association of Bridlington** is holding a weekend of events for ex-service personnel, opening with a social and followed by conference and a civic ball. There will also be a Sunday parade. For details of these events, during week-end June 8 to 10, contact the secretary, Capt. R. Wiggley, MN, 3 Sandacres Avenue, Bridlington, YO15 5VW. (Tel: 0262-71578).

**The Russell Cotes Nautical Training School / Parkstone Sea Training School** are holding a special reunion at the old sea school site on May 12, followed on Sept. 12 by the annual Sea Schools reunion, to be held at Greenwich and which will include **Watts Naval Training School**. Details from Mr. R. B. Clough, Dr Barnardo's, Tanners Lane, Barkingside, Ilford, Essex IG6 1QG.

**HMS Charybdis** reunion will take place at the Russell Hotel, Weston-super-Mare on April 7. Details from Mr. G. Robinson, 3 Irvine Terrace, New Ferry, Wirral, L62 1EG. **HMS Sweetbriar (K209)** reunion will be held on April 28 at the Salisbury Hotel, Southsea, Hants. For details contact: Mr. R. A. Jannaway, 18 Churchfield, Twyford, Winchester, Hants. (Tel: 0962-713778).

**Air Artillery apprentices** (Koppel entry, Aug 1944, HMS Daedalus III), who would like to celebrate their 40th anniversary, should contact Mr. T. C. Hollands, 33 Eveleigh Road, Farringham, Portsmouth, Hants. (Tel: Cosham 377378).

**HMS Maxton** first reunion at Portsmouth was so successful it is planned to make it an annual event. Details from Mr. R. Edwards, 35 Napier Road, Dover, Kent.

**Effingham Division (Jan. 1944)** aircraft artificers fortieth anniversary reunion, held at Portsmouth, was attended by 55 former artificers.

**HMS Daedalus I816R** course are reminded of their reunion at Cleveley, North Devon, on May 5. Those who wish to attend should confirm with LAEM Stewart, RN air station, Portland, ext 2433.

**HMS Froisher:** Rear Admiral Steiner, former Assistant Chief of Defence Staff, will preside at the reunion of those who served in HMS Froisher from 1942-44. Those who wish to attend and have not yet made contact should write to phone Peter Gerrard (ex-Ldg Tel), 13 Kimberley Drive, Lydney, Glos, GL15 5AD. (Tel: Dean 43470).

Judy (26), single, 5ft. 2in., auburn hair, hazel eyes, Portsmouth.

Sarah (17), single, 5ft. 5in., dark hair, brown eyes, Bedford, Warks.

Phil (19), single, 5ft. 3in., brown hair, hazel eyes, Bristol.

Angie (24), single, 5ft. 6in., fair hair, blue eyes, Sheffield.

Yvonne (22), single, brown hair, blue eyes, Christchurch, Dorset.

Alison (21), single, 5ft. 6in., brown hair, brown eyes, Portsmouth, Hants.

Martine (21), single, 5ft. 10in., blonde hair, blue-green eyes, Portsmouth.

Ruth (20), single, 5ft. 4in., brown hair, brown eyes, Wiston-on-Thames, Surrey.

Margaret (15), 5ft. 3in., brown hair, blue eyes, Sydenham, London.

Sheryl (21), single, 5ft., brown hair, brown eyes, Totnes, Devon.

Julie (18), single, brown hair, blue eyes, Plymouth, Devon.

Josie (42), single, 5ft. 5in., auburn hair, brown eyes, Bristol.

Diane (19), single, 5ft. 3in., brown hair, green eyes, Wellington, Somerset.

Jackie (17), single, 5ft. 8in., brown hair, brown eyes, Southampton.

Donna (16), 5ft. 2in., blonde hair, green eyes, Hornchurch, Essex.

Jen (22), single, 5ft. 4in., brown hair, grey eyes, Portsmouth.

Joanne (17), single, 5ft. 3in., brown hair, brown eyes, Bourne, Lincs.

Heidi (17), single, 5ft. 6in., auburn hair, hazel eyes, Birmingham.

Tracey (18), single, brown hair, brown eyes, Telford, Shropshire.

Zoe (23), single, 5ft. 4in., brown hair, brown eyes, Swindon, Wilts.

Lynda (17), single, black hair, green eyes, Saltash, Cornwall.

Tracey (18), single, 5ft. 2in., brown hair, hazel eyes, Crowborough, Sussex.

Annette (19), single, 5ft. 5in., black hair, brown eyes, Glasgow.

**Weapons Mechanician Branch:** The third reunion was held in HMS Dolphin. Plans are now afoot to hold the next reunion at the same venue in November. Those who wish to attend, or require information about association activities should contact Lieut. P. W. Drummy, HMS Dolphin (Ext 41276).

**HMS Burnham Association's** annual reunion will be held at Burnham-on-Sea, Somerset, on April 6, 7 and 8. The ship's company numbered 156, and there are 73 members of the association. Secretary is Sam Langford, 50 Drew Gardens, Greenford, Middlesex, UB6 7QG (phone 01-902 9001).

**HM Britannia:** The twentieth reunion dinner for Royal Yacht officers and Royal yachtmen, past and present, will be held in the Guildhall, Portsmouth on Friday, May 4 (1830 for 1915). Applications for tickets should be made to FCPO E. V. Norrell, HM Britannia, BFPO Ships, London.

**HMS Sheffield Association** are holding a meeting at the Union Jack Club, Waterloo, London, on April 28 at 11 a.m. For details contact Mr. A. W. Fowler, 8 Lyme Road, Southend-on-Sea, Essex.

**HM submarine Andrew:** Any ex-crew member interested in a reunion should contact Mr. Brian Lewis, The Swan, St Andrews Street, Plymouth, enclosing s.a.e. Tel: 661263.

**HMS Antrim:** Calling ex-3P Mess members who served during the Falklands and who are interested in a social at Halfway Hotel, Poole, Contact LWEM(R) G. T. Schofield, 3P Mess, HMS Antrim.

**HMS Swift** survivors from June 24, 1944, are requested to write to Capt. J. R. Gower, RN (Retd.), Trabbach House, Mauchline, Ayrshire, with view to a reunion.

**HMS Coventry Old Hands Association** (cruiser) are holding their reunion on board HMS President, Victoria Embankment, London, at 1800 on June 20. Tickets £6 per head, ladies welcome. For details send s.a.e. to Mr. Frank Readon, Shingler Readon Associates, Lightfield House, Fifth Street, London W1, not later than May 1.

**Toronto ex-Wren Association** is hosting the 1985 reunion in Toronto, August 8 to 11, at the Royal York Hotel. There will be a Sunday service and lunch at Galt and a visit to the statue "Jenny." For details contact: WRCNS Reunion 1985, PO Box 402, Station A, 5170 Yonge Street, Willowdale, Ontario, Canada M2N 5T1.

**The RN Commandos Association** reunion will take place at the Runcorn branch of the Royal Naval Association, Halton, over week-end May 18-20. For details telephone Mr. J. Ashcroft on 092-85-64179.

## ASSISTANCE TO AUTHORS

**Mr. F. A. Mason,** 45 Kingsley Road, Garden City, Deeside, Chwyd, CH5 2HZ, would welcome contact with anyone who served in the Hunt class destroyer HMS Aldenham 1942-44, sunk by enemy mine. He is compiling a story of the ship for the local RNA branch and townfolk of Aldenham, Herts.

**Lieut.-Cdr. A. F. Prosser,** RNR, 11 Clevedale, Downend, Avon, is hoping to compile a volume entitled "The Book of Chiefs." He would like to hear career details from ratings who served 1939-45 in any branch of the Royal Navy on the lower deck and who became chief petty officer (Hostilities only).

**Lieut.-Cdr. J. L. Bennett,** Wardroom, HMS Heron, Yeovilton, Somerset, is researching the hand-over of R17 and R19, USN submarines, to the Royal Navy as P512 and P514. Also the loss of P514 on June 21 1942 (his father, ERA4 N. C. Bennett, was on board at the time). Any information from surviving members of either crew who went to America for the hand-over would be useful.

**Mr. Jack S. Harker,** 82A Mokoia Road, Birkenhead, Auckland 10, New Zealand, is researching the history of HMS Gambia (HMNZS Gambia 1943-46) and would welcome information from anyone associated with the ship.

**Mr. G. G. Connell,** Garden Flat, 2 Castlebar Hill, Ealing, London W5 1TD, is researching for a book and would like to hear from ex-submariners who served in P212 (HMS Sahib) during November 1942.

Julie (22), divorced, 5ft. 1in., auburn hair, hazel eyes, two children, Sheffield.

Gwyneth (17), single, blonde hair, blue eyes, Cheshire, Cheshire.

Heleen (30), single, 5ft. 6in., brown hair, blue eyes, Dagenham, Essex.

Caroline (20), single, 5ft. 4in., blonde hair, green eyes, Leicester.

Lana (17), single, 5ft. 7in., dark hair, brown eyes, Stoke-on-Trent, Staffs.

Eleanor (18), single, brown hair, grey eyes, Fife, Scotland.

Andrea (21), single, blonde hair, blue eyes, Stockport, Cheshire.

Ann (17), single, 5ft. 3in., brown hair, blue-green eyes, Hull, Humberside.

Karen (18), single, 5ft. 10in., fair hair, blue eyes, Stoke-on-Trent, Staffs.

Shella (24), divorced, 5ft. 5in., auburn hair, blue eyes, two children, Windsor, Berks.

Debbie (21), single, 5ft., brown hair, green eyes, Sheffield.

Lorraine (29), divorced, 5ft. 4in., blonde hair, blue eyes, two sons, Exmouth, Devon.

Karen (22), single, 5ft. 10in., blonde hair, Warrington, Cheshire.

Carol (31), single, 5ft. 5in., fair hair, green eyes, Exmouth, Devon.

Marie (17), single, brown hair, brown eyes, Penkridge, Staffs.

Sally (21), single, 5ft. 5in., brown hair, blue eyes, Glasgow.

Christine (21), single, 5ft. 2in., brown hair, brown eyes, Cirencester, Glos.

Erika (26), divorced, 5ft. 11in., brown hair, blue eyes, one daughter (1), Nottingham.

Michelle (17), single, 5ft. 1in., grey eyes, Sheffield.

Janet (31), single, 5ft. 6in., dark hair, green eyes, Leek, Staffs.

Patricia (30), divorced, 5ft. 4in., blonde hair, hazel eyes, Sunderland, Tyne & Wear.

Elizabeth (16), 5ft. 4in., brown hair, hazel eyes, Sunderland, Tyne & Wear.

Heidi (15), fair hair, brown eyes, Gillingham, Kent.

## DIARY

**HMS Gannet Air Day** — June 2.  
**RNAY Fleetlands Open Day** — June 9.

**Rosyth Navy Days** — June 16 and 17.

**Llangennech Open Day, RN Stores Depot, Llangennech, Dyfed** — July 7.

**HMS Daedalus Air Day** — July 21.

**RNAS Portland Air Days** — July 21 and 22.

**RNAS Cudrose Air Day** — July 25.

**RNAS Yeovilton Air Day** — August 4.

**Portsmouth and Plymouth Navy Days** — August 25, 26 and 27.

**BRNC Dartmouth Air Days** will not take place in September as reported in previous issues. The college's air days take place in October and are not open to the public.

**HMS Sheffield Association** are holding a meeting at the Union Jack Club, Waterloo, London, on April 28 at 11 a.m. For details contact Mr. A. W. Fowler, 8 Lyme Road, Southend-on-Sea, Essex.

**HM submarine Andrew:** Any ex-crew member interested in a reunion should contact Mr. Brian Lewis, The Swan, St Andrews Street, Plymouth, enclosing s.a.e. Tel: 661263.

## OBITUARY

**H. Megson,** Capt. Commanding officer of HMS Daedalus, Chairman of United Services (Portsmouth) Rugby Club.

**M. R. Tonks,** LCK, HMS Cardiff, March 9.

**D. M. Evans,** Ex-CPO. Served 34 years until 1972.

**Maurice (Yorkie) Wormald,** Ex-HMS Ark Royal (war-time) and thence, Aug 64.

**Jim Forbes,** Aged 62. Served 1937-66, including HM ships Corunna and Russell. Member Coventry Old Hands Assn.

**Philip Denyer,** Died at Worthing. Member HMS Barham Survivors Assn.

**Alf Palmer,** Aged 90. Served 21 years, including HMS Glasgow. Member HMS Glasgow OBA.

**William Spearpoint,** Aged 65. Founder member and ex-president Fleetwood branch RNPSA.

**William E. Jones,** Aged 55. Ex-CPO. Served Fleet Air Arm 23 years.

**Harold Palfrey,** Aged 85. Ex-Signalmen. Served HMS Gloucester (Dogger Bank) and HMS Duke of Edinburgh (Jutland).

**Dennis Cooper,** March 14, aged 59. Tailor in HMS Victory / HMS Nelson more than 40 years. BEM in 1984 New Year Honours.

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**Dennis Cooper,** March



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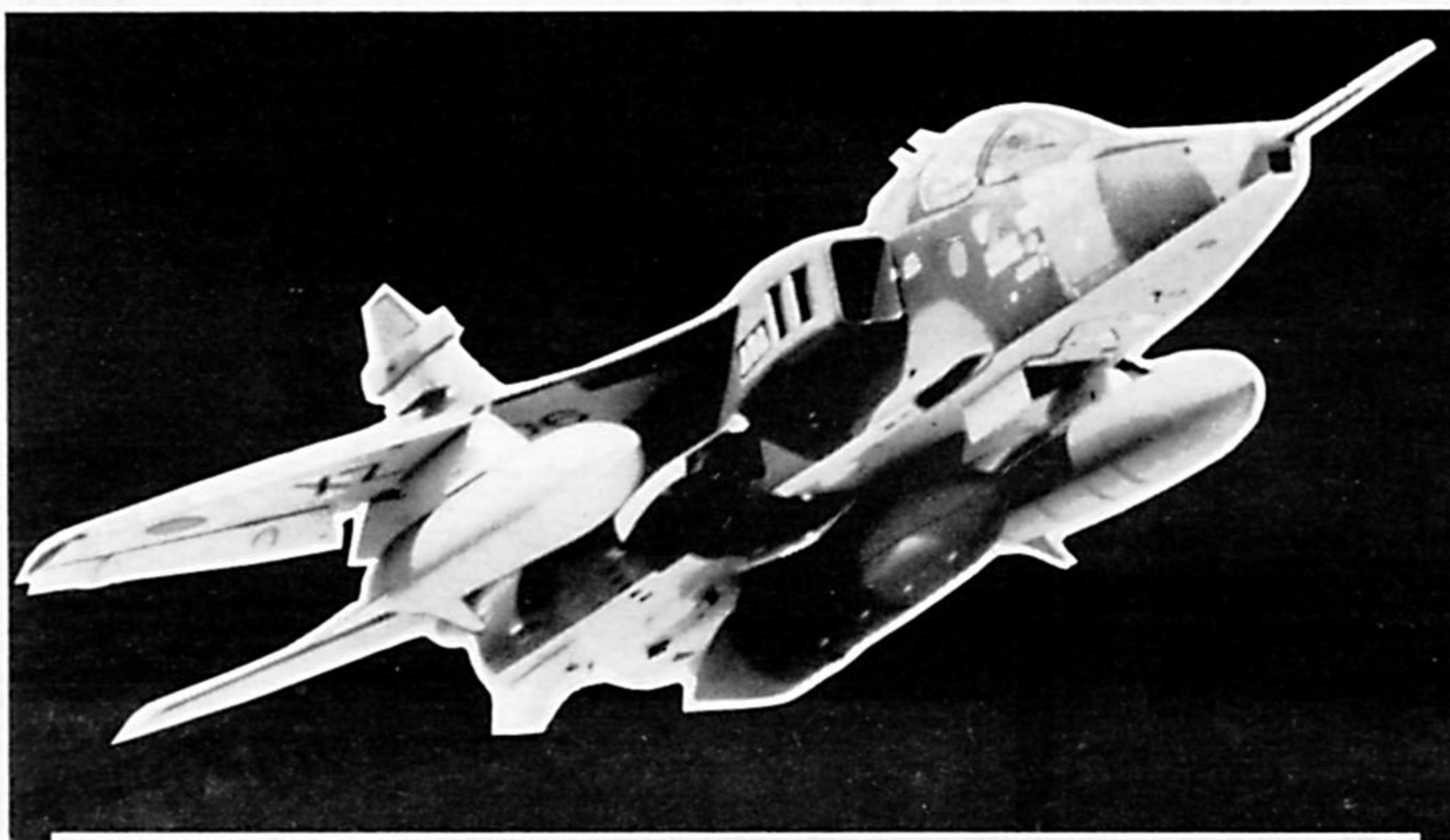
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## Coventry welcome for RN

A SEVEN-MAN Navy table tennis squad were warmly received by the people of Coventry when they visited the city for a two-match tour at the end of February.

The Navy were accorded a civic reception by the Lord Mayor, Councillor Joe Thompson, and accommodated by members of the GEC Coventry and Coventry City clubs.

POMEA Mark Dexter and LWEM(R) Steve Reilly won two

### Table tennis

games each and MNE Winston Spencer one against GEC Coventry A, then clinched a 6-4 naval victory when Spencer and Reilly won their doubles. The Navy B team lost 4-6, despite AEM Steve Jackson and STD Graham Ritchie recording individual wins.

### TOO STRONG

Coventry City, led by England's Adrian Pilgrim, proved too strong for the Navy, winning 8-2. Dexter scored excellent victories over the Coventry second and third strings, but Jackson and Reilly were unlucky not to take any points from their hard-fought games.

HMS Osprey won the Naval Air Command table tennis team championship played in HMS Heron in February.

Other results were:  
**Men's singles** — AEM Jackson (Portland) bt AEM Anderson (Portland); **men's doubles** — Jackson and Anderson bt PO Morris and AEM Maxfield (Culdrose); **women's singles** — LWren Turley (Daedalus) bt Wren Dommarson (Seahawk); **women's doubles** — Turley and LWPT East (Daedalus) bt LWren Bevins and Wren Bone (Yeovilton); **women's team event** — 1, HMS Daedalus; 2, HMS Seahawk.

### Basketball

## Royals in command

TEAMWORK and doggedness carried the Royal Marines to victory in the RN Inter-Command basketball championships held over two days in HMS Raleigh last month.

Crucial game of the tournament was the Royal Marines' 50-48 win over Naval Air Command, with Mingall, Paton, Leveridge and McKenna making vital contributions for the Marines.

### INTER-SERVICES

Senior and junior squads were selected for the Inter-Services at Fox Gym, Aldershot, on April 6-7, and both were being put through their paces at training sessions in HMS Dolphin and HMS Sultan from March 31 to April 5.

Details about the sport can be obtained from RNBBA secretary Lieut. McClenaghan on HMS Sultan 2386 or coach Lieut. Fuller on ASWE 301.

### Rowing

## Tideway pennant

THE RN first eight did well to finish 128th out of 420 in the Tideway Head of the River race on April 24. The race had attracted the best eights in the country as well as several national teams from abroad.

The Navy second crew were 270th and a novice team from HMS Heron were 376th. The A crew won the Inter-Services pennant by finishing more than 30 sec. ahead of the next Service team.

Next rowing event is the Joint Services regatta at Peterborough on May 13. Anyone who wishes to know more about it, or the sport, should contact Cdr. R. H. C. Simpson on Main Building ext. 7818.

### Fixtures

#### APRIL 1984

5-6 — Netball: Inter-Service championships (Beaconsfield).  
6-7 — Basketball: Inter-Service championships (Aldershot); table tennis: CS individual and team championships (HMS Collingwood).  
7 — Rifle: RN v Regular Army, target pistol (Bisley).  
7-8 — Cycling: Medium gear 25 and hill TT (North Luffenham); Kayak: Washburn 5/6 (Thruscross Reservoir); Sailing: RNSA/ASA/RAFSA/CSA Victory Trophy match (Littleton); Kayak: Symonds Yat (Usk).  
8 — Rifle: RN v City and Kent (Bisley).  
20 — Modern Pentathlon (London).  
20-23 — Hockey: Weymouth Festival.  
23 — Football: RN v Jersey (Jersey); Cricket: RNU25 v US Portsmouth (US Portsmouth).

# SPORT

## A Valiant effort on the slopes

MORE THAN 200 Royal Navy skiers, ranging from captains to junior seamen, descended on Les Arcs, France, last month for the annual RN Alpine ski championships.

### Skiing

A combination of excellent race organisation and imaginative use of a portable computer cleverly programmed by Cdr. Iain Campbell enabled all the races to be run on time, and results to be available within minutes.

The week began with "fun" races for RNWSA members over a giant slalom course. Notable results were achieved by MNE Martin Macrae (Comacchio Coy), winner of the top category race for RN team members; Di Coombes (ex-WRNS and now a Wren Reservist) in the ladies' section; and MEA App Quigley (Caledonia), who won the novices trophy for skiers who had never raced before and who had been on skis for less than two years.

### VETERANS

Capt. David Wheen of RM Eastney triumphed over a very competitive field of 24 "old stagers" in the veterans' section.

HMS Valiant won the ship's race on the following day, an impressive victory for the submarine team, and RM Condor won the establishments' race with HMS Neptune second.

There was an interesting upset in the individual placings when Lieut. Richard Madeley (RM Eastney), the Navy team captain, finished 4.5 seconds ahead of Martin Macrae.

Naval Air Command pushed the Royal Marines hard in the Inter-Command races, with the Royals leading by just 1.5sec. after two slaloms. But the Marines stretched that to more than 5sec. in the final giant slalom to take the trophy.

Martin Macrae again emerged as overall winner, with LAEM Nick Griffin (HMS Daedalus) close behind in second place.

### WOMEN'S RACE

The Women's Inter-Service race held in conjunction with the Navy championships for the first time proved popular and successful. The WRAC team won with the WRAF second, but the WRNS caused a big upset in the slalom by pushing the WRAF into third place in this discipline.

Standard of the Navy's women skiers is improving rapidly thanks to the efforts of Second Officer Jennie Sabey (SNONI), the team captain.

Next ski date is the RN dry ski championships at Hillingdon on September 21. Next year the RN Alpine championships will return to Les Arcs from March 9 to 16, with the training period taking place the previous week.

## DRYAD'S THE FIRST NAME ON THE CUP

HMS DRYAD won the first Navy Cup badminton competition, held with the Navy individual championships in HMS Sultan on February 15, 16 and 17.

### Badminton

(Dryad) in the restricted ladies' final.

Royal Marines won two titles, Lieut. John Edwards and CSgt Gerry Waites beating Bob Dixon and CPO Bill Walton in the veteran doubles, and CSgt Robinson and Sgt Bob Ashford defeating FPO Roy Warburton and Bill Watton (Excellent) in the restricted final.

MEM1 Graham Cawte beat MEA App Bill Dawson in the Under 21 final and Lieut.-Cdr. Ian Pike (Collingwood) overcame Bob Dixon in the veteran singles, a match which turned out to be a dress rehearsal for the open final.

Dixon fought tooth and nail, but Pike's accuracy proved decisive in the third and final set of the open championship.

There was a fast and exciting climax to the tournament when Rowlands and Dixon beat Lieut. Rhod Palmer and Cawte in the third set of an excellent open doubles final.

### Squash

## Lisbon court

SHIPS visiting Lisbon will now find a squash court at their disposal. The new court, officially opened last month, was built at the IBERLANT NATO headquarters with the help of £3,500 grants each from the Sailors' Fund, the Fleet Amenities Fund and the RAF Central Fund.

After the opening by Capt. Jose Mendes Rebelo, Deputy Chief of Staff Support to CINCIBERLANT, Cdr. Robin Bawtree played an exhibition match against Paulo Nunes, the Portuguese number one.





MNE Colin Day punches the air in delight as he turns away to a neutral corner, leaving Army champion Dave Oag spreadeagled at the end of their featherweight contest during the Combined Services championships.

Picture: LA(Phot) Ash Amlwala, Fleet Photographic Unit.

# UPS AND

THERE WAS an element of wrongs being righted in the performances of Royal Navy boxers at the Combined Services individual championships in the Connaught Drill Hall, Portsmouth, on March 8.

Still smarting from the controversial 6-4 defeat by the Army which had a fortnight earlier robbed them of a seventh consecutive Inter-Services team crown, Navy boxers appeared in ten of the 12 finals with a point to make.

The Navy ended up with seven titles, although there were only two "re-matches" from the Aldershot bill, and both of them were won comprehensively by the Navy.

MNE Colin Day and CFN Dave Oag took up where they left off at Aldershot, with the important difference that Day thought he had beaten Oag in the earlier fight, and was fiercely determined to put the record straight. During two rounds of thundrous action

he showed scant respect for Oag's punches, willingly trading them for his own clubbing right.

His confidence paid off handsomely in the third round as Oag, the left side of his face already reddened by those punishing rights, was smashed to the canvas three times and counted out on the bell.

MNE Mark Slater also proved a point, coming through with flying colours against bantam-weight Keith Howlett. Although Slater had beaten Howlett at Aldershot, he had had to survive a furious final round.

Howlett this time was much less circumspect, cutting off Slater in the corners and keeping him under tremendous pressure. But Slater, who has grown in stature this season, at last produced a punch to match his footwork and went on to win a very good contest.

The other Navy winner on the night was MEM Brian Kearney, who had his work cut out to beat former ABA finalist Eddie Gajny of the Army. Kearney delivered

most of the quality punches, but was being drawn into a brawl when a cut over Gajney's left eye gave the medical officer no option but to stop the fight.

**Details:**  
Light flyweight — POAEA Tim Wray (Dardalus), w-o; fly — APP John McLean (Army), w-o; bantam — MNE Mark Slater (Cdo Log Regt) bt SPR K. Howlett (A), pts u; feather — MNE Colin Day (40 Cdo) bt CFN Dave Oag (A), ftc 3; light — PTE Carl Crook (A) bt MNE Dave Robb (45 Cdo), ftc 1; light welter — MEM Brian Kearney (RM Poole) bt SIG Eddie Gajney (A), rsc 3; welter — GDSM Dean Hunt (A) bt Jim Mandley (Collingwood), pts u; light middle — MNE Keith Owen (RM Poole) w-o; middle — AB Brian Schumacher (Nelson), w-o; light heavy — GDSM Dennis Bailey (A) bt Sgt Dave Farrell (RAF), ftc 1; heavy — Cpl Horace Miles (A) bt MEM Ned Rawlins (Leander), rtd. 1; super heavy — MNE Keith Ferdinand (CTCRM), w-o.

## Keith in

MNE Keith Ferdinand, the ABA super heavyweight champion, is to be involved in a unique "box-off" against the best in Europe to decide who goes to the Olympic Games in Los Angeles this summer.

## Willie Mellors set-back

SUCCESS in the prestigious Coventry water polo tournament for the Royal Navy was followed by a disappointing naval performance in the Willie Mellors memorial event staged in HMS Caledonia.

The Navy drew with Ulster when they had enough chances to win, and lost to the Army, Scotland and the British Police.

There was a fine win for the Navy in their fixture against

### Water polo

Maindee of Newport, the national club champions. Although Maindee were short of several members of their National League squad, the Navy were good value for their 7-5 win.

A referee's error cost the Navy dear in their tournament against Kent clubs at Maidstone on March 24. A very fit and fast Navy team overwhelmed Imperial College and Canterbury to meet Bexley in the semi-finals.

But after 90 seconds AB(D) Alan Knowles was wrongly "sent off" for brutality when his crime should have earned him a 45-second exclusion. The referee apologised later, but by then it was too late for the Navy to make up for being a man short. Bexley won 14-4 and went on to beat Monson in the final.

## Mercury yacht

HMS MERCURY'S new racing yacht, Samuel Pepys, was dedicated by Lady Fieldhouse, wife of the First Sea Lord, Admiral Sir John Fieldhouse, at the Command Sailing Centre, HMS Excellent, on March 16.

Samuel Pepys was paid for with money from the RNSA (£11,500); the RNSA yacht replacement scheme; the sale of Mercury's old yacht, Meon Maid; Mercury Welfare Fund; the Nuffield Trust (£10,000); and the Sailors' and Fleet Amenities Funds.

## Triathletes qualify

A NAVY triathlon team qualified for the national championships at Crystal Palace on May 19-20 by winning the South-West regional championships. LPT Jim Nowak (Dryad) was first overall and LPT Danny Boon (Collingwood) achieved a personal best score in finishing fourth.

Navy results: 1, LPT Nowak, 3,355 points; 4, LPT Boon, 2,888; 6, MT3 Pat Dunleavy (Cochrane), 2,781; 17, POPT Jim Munnings (Osprey), 2,075.

# Poor end to good season

WHAT HAS BEEN a most successful and enjoyable season for the Navy senior hockey team ended on a disappointing note at the Inter-Service championships at Aldershot last month, writes Tony Lages.

The run-up to the championship continued in impressive manner, with Navy victories over Bowden (2-1), Brooklands (5-0) and British Police (1-0). The Police fixture was a new one, and one for which they flew in five players from Ireland.

They provided strong opposition, and only an early Chalkie White goal separated the sides.

Hopes were high for Inter-Service success but, as so often, the Army provided a major stumbling block. Injury to left-back Trevor Jones after five minutes was a crucial set-back and it was no surprise when the skilful Army forwards took a two-goal lead.

### FOUGHT BACK

To their credit, the Navy fought back well with Terry Spinks scoring a fine goal from Steve Richardson's cross, but the 1-2 scoreline nevertheless flattered the Navy.

The Navy were much more dominant against the Royal Air Force. Spinks scored a fine goal in the first half and was denied a second when the RAF keeper made a fine save of his penalty flick. The RAF equalised with 15 minutes to go and capitalised on a defensive mix-up to score the winner shortly before the final whistle.

### MANAGEMENT

Two defeats were hardly what manager Ron James and coach Brian Toft were hoping for before their retirement. They have contributed much over the past three seasons, and the excellent team spirit has owed much to their fine managerial skills.

Ron James, a gentleman on and off the field for the past 21 seasons, was presented with a tankard by the RNHA and a silver salver by the players. Nigel King and Nigel Eves also received

### Hockey

tankards as "players of the season," and with Simon Hollington were selected for the first Combined Services game of the season.

With their Midlands tour cancelled, the Under-21s took on the RAF in what was their first game with a full squad. But they gave a good account of themselves and were a shade unlucky to lose 1-0.

Next day the Navy ran rings around the Army, the 1983 champions, and goals from Ian Davy, Ian Robert and Chris Stonier gave them a comfortable 3-0 victory. Robert, Luke Morgan and Steve Middleton must have impressed the senior management.

## Services beat the 'Killers'

COMBINED Services gained their most important victory for many years when they beat Ladykillers by 2-1 at RAF Uxbridge. The Ladykillers are hockey's version of the rugby Barbarians and fielded nine full internationals.

In an outstanding team performance, Lieut. Nigel King (Royal Arthur) kept goal superbly, and was beaten only by GB captain Westcott's penalty flick, and POMEM Brian Henry (Sultan) excelled at centre half. Mark Dykes (RAF) and Ian Jennings (Army) scored the Services goals.

Also involved were team manager Lieut.-Cdr. Alex Wallace (Dolphin), LCA Nigel Eves (Collingwood) and Capt. Simon Hollington (RM Poole).



Got it! An HMS Alderney forward claims the ball in the Mini-Ships soccer match between the Alderney and HMS Wilton at Portland. The Wilton team won an excellent game by 12 points (three penalties and a drop goal) to nine (three penalties).

Picture: HMS Osprey Photographic Section.

# Cheeky song for Opossum

ALL THE BEST things about Fleet sport came together in a terrific Mini-Ships soccer final at Rosyth between HM submarine Opossum and HMS Bildeston, the oldest operational ship in the Royal Navy.

Both ships' companies turned out in force to give vociferous support, and were treated to an exciting contest played in great spirit. The Opossum won 3-2.

But the excitement did not end with the final whistle. Post-match celebrations were considerably enlivened by the dramatic appearance of a lady in black suspenders who sang a telegram of congratulations to Opossum skipper CMEA(P) Pete Wadding from his captain, Lieut.-Cdr. James Boyd.

There was an excellent sporting confrontation between HMS Shetland and HM submarine Olympus at Devonport last month, with the two involved in a Mini-Ships rugby semi-final and a hockey quarter-final.

Both were won by the Shetland, but could hardly have been closer. The rugby match finished at 13-13, with the Shetland going

### Fleet sport

through by virtue of scoring the first try, and the hockey went into extra time before the Olympus succumbed 3-2.

The Shetland's opponents in the rugby final will be HMS Brecon, and they were also due to meet HMS Cattistock to decide who meets HMS Abdiel in the hockey final.

The Midi rugby has reached its semi-final stage, where HMS Danae play HMS Phoebe, and HMS Zulu play HMS Cardiff.

HMS Jupiter look to be favourites in the Midi hockey, where they meet HMS Hermione in the semi-finals. HM ships Lowestoft and Renown meet in the other semi.

# WRNS TRIPLE UP ON TROPHIES

RN WOMEN'S teams covered themselves in glory during March, winning Inter-Service titles at hockey, cross-country and table tennis. In February the WRNS retained the Inter-Service .22 indoor target rifle championship.

The hockey triumph, achieved with an extra time win over the WRAF, meant the WRNS had retained the trophy outright. In the past nine years they have won it outright six times and shared it on two other occasions.

### DECIDER

Having beaten the WRAC 3-0 through goals by CWren Jane Walsh (2) and LWren Bev Smithyman, the Navy girls met the WRAF in the decider at RAF Cranwell. POWren Annette Ludford cancelled out an earlier WRAF goal, and Bev Smithyman broke the deadlock in extra time.

The WRNS also retained their cross-country and table tennis championships. The former was staged in HMS Dryad on February 24, with CWren Nuala Atkey, who was third overall, leading the Navy team to victory. She was followed in by Wren Mandy Warland and Wren Kathy Corbett, with LWren Mandy Smith in seventh place.

### TABLE TENNIS

HMS Temeraire was the scene of the Inter-Services table tennis championships, which the RN Women's team dominated. Led by LWren Jan Turley, the WRNS won 15 matches to the WRAF's eight and the Army's four. Jan, LWren Judy Drew and Wren Adele Wilson were subsequently selected for the Combined Services team.

The shoe was on the other foot when it came to the badminton championships at RAPC Worthy Down on March 4-7. The RN team won only two matches and trailed some way behind the WRAF (22) and the WRAC (12).

HMS Minerva have already reached the final of the Midi soccer, having beaten HMS Phoebe 1-0, but the other half of the draw has been awaiting the return of HMS Plymouth.

Maxi-Ships soccer, hockey and rugby competitions are being held in Portsmouth on April 18, the Portsmouth area Fleet Sevens and Sixes on April 4, and the Plymouth Sixes and Sevens on April 11.



# ...DOWNS

THE 1984 George Wimpey ABA national quarter finals between Combined Services and Western Counties at the Connaught Drill Hall, Portsmouth, on March 22 put six Servicemen on the road to national semi-finals — and produced a clear case for neutral officials to be appointed at this important stage of Britain's premier amateur boxing competition.

It is tiresome to have to write about the judging rather than the boxing, but two decisions were, in my opinion, farcical, and the number of split verdicts suggested

there was little harmony between the rotating Service, Western Counties and neutral officials, writes the Sports Editor.

Of the 12 bouts, six were decided in the ring and the other six went to the judges. Incredibly, they disagreed over five of them.

Add to that an unforgettable incident in which a Service referee gave a compulsory standing count to the wrong boxer, and it is not hard to appreciate the frustration and anger of paying customers and boxers alike.

Unlucky MNE Colin Day must wonder what he has to do to win a fair fight. Not for the first time this season did the young Marine

get the wrong end of a contentious majority decision. But he must have known he was fated to lose when, having stunned Hartcliffe's talented Paul Moylett with a crunching hook, he found himself being given a standing count by the Army referee.

MEM Brian Kearney revealed why he is so highly rated with a brilliant performance against his Dorset sparring partner Dene Miller. Kearney won the first round easily, held his own in a close second round, and out-thought Miller in the third — all to no avail.

Two judges voted for Miller, who with exemplary sportsmanship immediately held up his gloves in commiseration to Kearney. He knew he hadn't won.

## IMPRESSIVE

MNE Mark Slater maintained his impressive progress with an excellent points win over Kevin Jones, brother of the fearsome Bobby. Unusually for Slater, he was confronted by a man as fast

of foot and fist as himself.

Olympic prospects AB Brian Schumacher and MNE Keith Ferdinand left nothing to chance, both stopping their opponents inside the distance. Schumacher, in particular, revealed his international class, knocking out Joe Gardner for the third time in four years with a clinic display of short, destructive punching.

## OUTGUNNED

Light flyweight PO Tim Wray was outgunned by Darren Thompson and MNE Keith Owen gave almost as good as he got in losing on points to former New Zealand light middleweight champion Steve Piggott.

For the Army, John McLean revealed maturity far beyond his 17 years in winning his flyweight contest, Pvt Carl Crook beat the awkward Nick Meloscia, Gdsm Denis Bailey found neither rhythm nor range and lost a fight he should have won, and heavy-weight Cpl. Horace Miles blasted his man into retirement early in the second round.

# SPORT

## Haunted by a wasted opportunity

THE disappointment of seeing the Royal Navy squander so much valuable possession and territorial advantage, and then to be counterpunched into defeat by the Army, will live with me, like a ghost, for years to come, writes Roy Stokes.

Giving away both height and weight, the Navy forwards gave their all to secure possession, only to see their efforts nullified by a combination of herculean Army defence and a seemingly uninventive Navy threequarter line.

It has been said that it was the best Inter-Service game seen at Twickenham for many a year, and at the end of the day rugby was the winner. If you happen to be of the same mind, spare a thought for the Navy selector, who

## Rugby

answers not "How?" but "How many?"

Further annoying injury and non-availability forced more team changes for the RAF match, and brought the total of new caps this season to ten — a number quite unprecedented. But with a 10-9 win against the Royal Air Force under their belts, and some judicious appointing and drafting, who knows! Next season could be ours.

There have been so many moments to savour in my first year as Navy rugby secretary, but I will leave you with just one. It was of lock forward Dave Hadlow running down the right hand

## Harry Megson

THE SEASON ends on the saddest of notes as Royal Navy rugby in general and United Services in particular mourn the death of Capt. Harry Megson, who over the past decade has been deeply involved in the administration of a game which he loved dearly.

Well known in rugby circles as the man with a "touchline" word for everyone, and with the innate ability to share his time with admiral and groundsman alike, his "Come on my hearties!" will echo around Burnaby Road for many a year.

touchline against the RAF and being neatly sidestepped by a player of some note, allowing Dave to score a forward's try.

My congratulations to Navy caps LAEM Bob Henderson (Culdrose), AEM Simon Lord (Culdrose), Sgt Dave Hadlow (Comacchio Coy), Lieut. Ian Thompson (Collingwood), MNE Steve Barnett (420 Cdo), Mid Paul Barclon (BRNC), Sub-Lieut. Mark Durkin (BRNC), MNE Stuart Lawrence (Cdo Log Regt), and POAEM Harold Williams (Yeovilton).

Lord, Hadlow and Thompson played against both Army and RAF.

## Victory in the South

EIGHT THOUSAND miles from the corresponding match at Twickenham, the Royal Navy beat the Army 9-7 at "Dairy Paddock Stadium," Stanley.

The now traditional Falklands fixture was decided by the events of the first half, when resolute Navy tackling denied the Army the advantage of a strong wind at their backs. In the second half Limbrick of HMS Penelope clinched the Stuart Wrightson Trophy with three well-taken penalties.

The Penelope supplied seven of the Navy squad, the others coming from HMS Nottingham (1), HMS Liverpool (5), Naval Party 2010 (1) and 826 Naval Air Squadron (2).

## box-off of the Supers!

His division, included for the first time in the Games, is restricted to 16 entries, five of them from Europe. Italy, the USSR and E Germany have been allocated three of those five places, and the remaining

two are up for grabs. Ferdinand has been selected as the Great Britain representative, and will be boxing off against seven other European hopefuls in Paris at the end of this month.

# County honours at stake

THE disappointment of a 0-3 hiding by the Royal Air Force in the opening match of the Inter-Services tournament has been tempered by a great Royal Navy run in the South West Counties championship, writes Jack Sheppard.

Having drawn with mighty Sussex and beaten Dorset and Wiltshire, the Navy could end the season on a high note when they meet Gloucestershire at Forest Green FC near Bath on April 10 (ko 1930) in the final of the South West Counties championship.

The RAF, meanwhile, have taken a firm grip on the Inter-Services championship, following up their win over the Navy with a 2-0 victory over the Army at Uxbridge.

## ALDERSHOT

But the Navy showed what might have been by disposing of the Army 2-0 on a rain-sodden pitch at Aldershot on March 28. POPT Ian Rees (Raleigh) missed from a yard in an even first half, but made amends when he headed home a corner in the second.

POPT Tommy Johnson (Nelson) seemed to have sewn it up soon afterwards when he poked in a second during a goalmouth scramble, but the effort was disallowed for an offence elsewhere.

The Army came right back into the match before LPT Leigh Tongue (Nelson) fired in the second at the end of a well-worked free kick. It was a fair result to a match which the Navy had generally controlled.

The result relegated the Army to the wooden spoon, and confirmed the Navy as runners-up to the RAF.

## SUSSEX

Sussex have reached the Counties final in the past two seasons and are one of the strongest county sides. LPT Dutchy Holland (Excellent) made up for an early miss by heading

## Soccer

home a long pass from Ian Rees, and the Navy reached the interval a goal up.

A slip by Cpl Tiv Lowe (CTCRM) let in Sussex for an equaliser, Leigh Tongue put the Navy ahead again, and with just five minutes remaining the visitors made it 2-2 from a well-drilled free kick routine.

PO Jimmy Nesbitt (Neptune) and WEM Steve Johnson (Hermione) scored the goals that beat Dorset 2-1 at Poole on February 29. Team manager Lieut.-Cdr. Chris Brady was again without Bugler John O'Connell and had to draft Holland into the defence and bring on Steve Johnson as a striker.

## DEREK SHOWERS

Leading the Dorset attack was former Pompey and Wales striker Derek Showers, who forced CPO Micky Patterson (Collingwood) into a great save in the first half, then put Dorset ahead five minutes after the re-start.

Nesbitt equalised soon after and Johnson sewed it up late in the half.

Wiltshire were the only county side to get the better of the Navy last season, and they were the team the Senior Service had to beat at Portsmouth on March 7 to reach the competition final.

## IN STYLE

They did it in style, with Tommy Johnson scoring twice, and Steve Johnson and Tiv Lowe twice more to give the Navy a fine 4-1 win. The two Johnsons got the Navy off to a dream start, blasting in a brace of goals in five minutes.



The cup of joy about to runneth over for Royal Navy Youth soccer players and staff after their Inter-Services championship win over the Army. Picture: Fleet Photographic Unit

# HEIRS APPARENT

ALTHOUGH the RN Youth soccer team completed their programme in the South West Counties League with defeats by Sussex (2-1) and Dorset (3-2), there was much in the two performances to give the selector hope of victory in the Inter-Service match against the Army at Portsmouth on March 3.

And so it proved, with the Navy lads winning 1-0 to record their third win in four years in the Inter-Service competition. A strong wind affected the standard of play, but Sinclair, Travis and Nurdung were outstanding for the Navy in defence, and they deserved to win

through a Saunders penalty in the second half.

The improvement coincides with the addition to the team's fixture list of the Dallas International youth tournament, a self-financing tour for which RN Youth are gratefully receiving invaluable financial support from welfare funds.

Eight of the Navy side were in the Combined Services squad for games against English Schools FA at Aldershot on March 24, and against FA Colts at Uxbridge on March 27.

In the games against Sussex and Dorset, Navy goals were scored by McDonald (penalty), Kennedy and Pollard.

When Wiltshire looked like coming back into it at 2-1, O'Connell stamped his authority in defence and created the opening for Lowe's killer goal.

Sadly, it all went wrong at Portsmouth on March 14 in the Inter-Services opener against the RAF. A combination of missed chances by the Navy and good goalkeeping by the RAF's Derek Bragg allowed the visitors to get over a hesitant start and to take the lead after ten minutes.

## PENALTY

LPT Mat McCarthy (Boxer), substituting for LPT Jimmy Stephenson (Sultan), sinned in the area 30 minutes into the second half to give away a penalty, and the RAF went further ahead four minutes from time.

Dutchy Holland won't forget the Royal Navy's first fixture against Harlow Town. He hammered a tremendous hat-trick as the Navy romped away to a 4-0 win over the Essex club.

Tommy Johnson scored the fourth in a Navy performance which contrasted starkly with their dismal showing against the RAF.

## SCOTLAND

The Navy have won the Scotland version of the Inter-Services tournament, beating the Army 3-0 and the RAF 4-1. The RAF beat the Army 1-0.

Back in the South, the Navy were due to play the Amateur Football Alliance at Burnaby Road, Portsmouth, on April 4, Gloucestershire on April 10, and Jersey (in Jersey) on April 28.

## U-25 cricket

TRIALS for the Navy Under 25 cricket team take place at Burnaby Road, Portsmouth on April 21 and 22, ending with a match against United Services on April 23.

Fixtures for the season include games against Devon, Berkshire and Hertfordshire U-25s, British Fire Service, Oxford University, Southern League U-25, Royal Marines and US Plymouth, culminating in the Inter-Services festival at Sandhurst on July 13-15.

Prospective cricketers, especially fast bowlers who are under 25 on May 1, should contact Under 25 team manager Lieut. Peter Piercy in HMS Collingwood (ext. 355), or coach WO Brian Young at RM Poole (ext. 387).



# Queen to join the D-Day 'invasion'

HMV BRITANNIA will take the Queen and Duke of Edinburgh to Normandy for the 40th anniversary of the D-Day landings on June 6. The Royal Yacht will sail overnight to France where the Queen and Prince Philip will be the guests of President Mitterand.

They are expected to be joined by President Reagan at functions marking the invasion.

A street in Caen will be named after Earl Mountbatten of Burma and it is hoped that the Queen will be present at the renaming ceremony. Military displays will include about 180 Servicemen from Britain, and during that week over 30,000 D-Day veterans from the UK, America and Canada will be visiting Normandy.

Three days before the anniversary, the Queen Mother will be in Portsmouth to unveil a D-Day memorial window in the city's Cathedral as well as to open the D-Day Museum beside Southsea Castle.

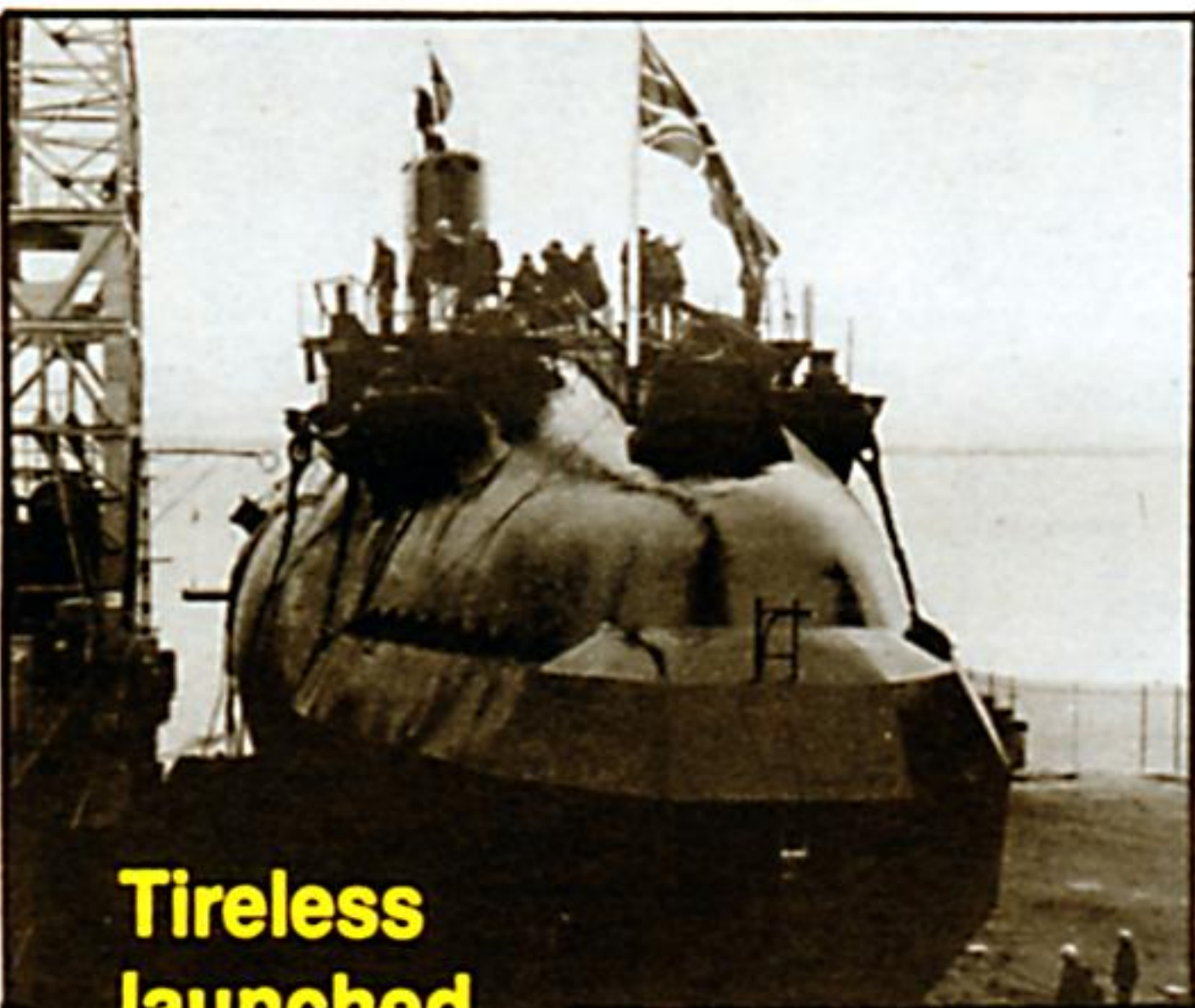
The stained-glass window has been commissioned by the D-Day and Normandy Fellowship and the design incorporates the coats of arms of the 12 nations which contributed to the Allied



Picture: LA(Phot) Ian Wrightson, Fleet Photographic Unit.

# TEAMWORK IN A BIG WAY!

**TWENTY-FIVE Royal Navy and RFA vessels, and more than 3,000 Royal Marines, took part in March in the major NATO exercise Teamwork '84, which practised reinforcement of NATO's northern flank.**



**Tireless launched**

HMS Tireless, third Trafalgar-class nuclear-powered fleet submarine, goes down the slipway after being launched at Barrow-in-Furness on March 17 by Mrs Sue Squires.

Mrs Squires is wife of Vice-Admiral R. R. Squires, a former Flag Officer Submarines. His last appointment before retirement was as Flag Officer Scotland and Northern Ireland.

The Tireless is the second vessel to bear the name, the first being a Triton-class submarine completed too late to see action in the Second World War. She was paid off in 1963 and sold for scrap five years later.

## George cannot be written off

THE STORY of submarine H-49 and its sole survivor George Oliver, related in last month's Navy News, has provided a happy sequel.

Mr. Oliver — believed to have died in a road accident after being the only member of the 27 crew to survive the H-49 sinking — is alive and well and living in Hartlepool. He is nearly 80.

After the loss of the H-49 in 1940 the leading stoker was recorded in documents as "discharged dead." This was amended when it was dis-

covered that he had survived and was a POW. Later he was promoted PO and he left the Navy soon after the war. But the RN Submarine Museum hold a magazine article which records him as having died later in a road accident.

However, it was someone with the same name who was killed near the factory where ex-sailor Mr. Oliver worked.

It ranged over the North Atlantic, North Sea and Norwegian Sea and there were massed landings by British, Dutch and US Marines inside the Norwegian Arctic Circle.

Largest British warship involved was HMS Illustrious, others including HM ships Fearless, Bristol, Antrim, Battleaxe, Broadsword, Arrow, Euryalus, Arethusa, Cleopatra, Sirius, Wilton, Brocklesby, Cattistock, Lindsfarne, Bossington, Hubberton and Upton.

Also taking part were HM submarines Osiris and Walrus and RFAs Bayleaf, Fort Austin, Sir Lancelot, Grey Rover and Sir Caradoc.

Large numbers of Soviet ships, submarines and aircraft were in attendance to observe what they could.

## Contender for Navy

THE 18,000-TON container vessel Contender Bezant, which served in the Falklands, is to be bought for MOD and converted at Harland and Wolff, Belfast, into an aviation ship.

Manned by the RFA she will provide facilities for training helicopter pilots and observers at sea. She will be able to operate six Sea Kings and ferry up to 12 Sea Harriers.

The new flying training ship, due to enter service in 1986, will replace RFA Engadine, now 17 years old and too small to provide the level of helicopter pilot training at sea needed over the next few years.

One of the Navy's new Type 22s is to be named HMS Cornwall. The last Cornwall was a cruiser which entered service in 1926 and was sunk off Ceylon in 1942.

## STAR ROLE From front page

the American Shuttle when Britain's Skynet 4 satellites are launched in 1985 and 1986. One will go with each mission.

Training will be both in the UK and USA, and the task of the two selected men will be to act as payload specialists, ensuring a smooth and safe launch into orbit of satellites which will provide communications between naval ships, Army units and RAF bases.

The Shuttle orbits at about 160 nautical miles but boosts a satellite into geostationary orbit of nearly 20,000 nautical miles.

Fitness is just one of the requirements of the astronauts, who will face many tests. Cdr. Longhurst keeps trim in London with squash, tennis and swimming. In Somerset, where he is renovating a cottage at Ilminster, he plays skittles in the local pub, cricket for the village team — and soccer in an emergency.

Now a potential high-flier, he failed his 11-plus after attending village school at Crediton, Devon. But he went on, via Ardingly School, to BNRC Dartmouth and, after a year at

sea as a midshipman, to RNEC Manadon, where he became a bachelor of science and a member of the Institute of Electrical Engineers.

His ships have included HM ships Tenby, Gurkha and Rhyl, with shore appointments in HMS Collingwood and at Chatham.

The other three candidates for space are: Lieut-Col. Tony Boyle, Royal Signals; Sq. Ldr. Nigel Wood, RAF; and Mr. Christopher Holmes, a MOD civilian specialist.

## HOME SIDE

TURNING their backs on the Gulf after months away from home are (left to right) HMS Glamorgan, RFA Blue Rover and HMS Brazen. The two warships left for the Gulf area before Christmas and are nearing the end of their patrol east of Suez. Last month the trio made a four-day visit to Karachi.

## REFORM

From front page

In his review of the organisation of MOD itself and of staffs outside the front line, he had been much impressed by the quality of the staff — both military and civilian — working in these areas.

But the organisation for defence foreshadowed in the 1963 White Paper had only partly been carried through.

"The Ministry has a more federal structure than envisaged then and lines of accountability are blurred. There is overlap between the Ministry and commands.

"As a result, the organisation is less economical than it should be," he said.

His over-riding aim had been to strengthen the fighting effectiveness of the Forces. Nothing must be done which would weaken the separate identities and traditions of the three fighting Services.

## FRAMEWORK

"Nor do I see any need to change the constitutional framework provided by the Defence Council and the three Service Boards. But, within this framework, I wish in future to draw a clearer distinction between the central formulation of advice on defence policy, operations and resource allocation and the management of the Services themselves."

The Defence Secretary also said: "In future, I would look to the Chief of Defence Staff and the Permanent Under Secretary as my two principal advisers. The Chief of Defence Staff would continue to be advised by the Service Chiefs of Staff, who would be responsible to him. The Chiefs of Staff Committee would continue with its present membership."

## RESPONSIBLE

"I also propose that the Chief Scientific Adviser and the Chief of Defence Procurement should in future be responsible to me through the Permanent Under-Secretary."

Opposition Defence spokesman Mr. Denzil Davies said that this "exercise in centralisation and against federalism will mean a reduction, for good or ill, in the power of Service chiefs."

Answering another speaker, Mr. Heseltine said: "In a centralised structure, there will have to be single-Service building blocks. I am seeking to replace the situation where at present so much advice depends on three individual defence staffs which can be competitive in their approach."

## What a cracker JACK

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FOREWORD BY HIS ROYAL HIGHNESS THE PRINCE OF WALES